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City of Twentynine Palms

General Plan

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GENERAL PLAN MISSION STATEMENT

The City of Twentynine Palms seeks to create and promote the economic and social well being of its residents while maintaining our relaxed atmosphere and air quality, as well as simultaneously creating a stronger and more diversified economy through attracting arts and tourism development, health/retirement, recreational, and clean non-polluting industries. These goals should be guided by two principles: (1) sustainability, and (2) adaptability. This requires that existing needs be met without compromising the ability of future generations to meet their own needs, and that, to the degree reasonably possible as determined by the appropriate approval authority, community activities should adapt to the natural environment, rather than the natural environment being changed or adopted to these activities.

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Housing Plan ..... June 27, 2000

Land Use Plan ..... October 23, 2001

Circulation Plan ..... October 23, 2001

Conservation Plan ..... February 26, 2002

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Chapter I

Land Use Plan

Planning Commission Public Hearing
October 16, 2001

City Council Public Hearing/Adoption
October 23, 2001

Section I
VISION

Within the planning period, 2001 through 2020, increased pressure for development will occur. It is the City's responsibility to ensure a sound and logical assimilation of residential, commercial, and industrial land uses. Intensity of development will be highest surrounding the Downtown area, and will be generally less intense moving outward from Downtown. Commercial districts will be vibrant and dominated by a Desert Southwest design theme. Industrial development will be confined to the designated industrial area and will be designed to accommodate a variety of industrial and commercial uses.

Section II
PURPOSE

The Land Use Plan is the City's comprehensive planning document which allocates the distribution of land uses throughout the City; it embodies the City's Land Use policy for the planning period commencing at adoption and looking forward through the year 2020.

The purpose of the Land Use Plan is to provide efficiency in land use, ensure development of quality neighborhoods with housing opportunities for all citizens, enhance the business district, provide a "tourist friendly" setting, and afford an opportunity for industrial development, while protecting natural resources and preserving the quality desert lifestyle.

Section III
LAND USE MAP

The Land Use Plan includes a Land Use Map which depicts the various Land Use designations detailed in the Land Use Plan. These designations are determined by the City as appropriate for future development based on Community needs and the stated Goals and Objectives of the City's General Plan.

Development or redevelopment of property must be compatible with the Land Use designation for the property which is indicated on the map.

Section IV
EXISTING LAND USE

Intensity of development is greater in the central portion of the City, surrounding the Downtown area. Multi-family and higher density single family development generally surrounds the Downtown commercial district, with less dense development in the outlying portions of the City.

Commercial areas are primarily along Twentynine Palms Highway (east-west) and Adobe Road (north-south). Other pockets of commercial centers identified on the Land Use Map exist or remain to be developed.

Some industrial uses exist in the industrial zone. The Land Use plan provides for development of the existing industrial area as opposed to creation of new industrial areas.

Section V
HISTORIC LAND USE

Partly due to its geographic setting, Twentynine Palms was a center of activity for a succession of settlers over the last 200 years. The Oasis of Mara provided water and shelter for early Native American inhabitants; mineral deposits in the nearby mountains attracted miners and prospectors; upland valleys provided grazing land for cattlemen; the clean, dry air was sought by wounded war veterans after World War I; the uninhabited desert valleys and mountain ranges to the north proved to be ideal for military training grounds; and the opening of vast tracts for settlement through the Small Tract Act attracted hundreds of homesteaders after World War II.

Over the years, people have been drawn to the area for a variety of reasons. Today, the community is a rich mixture of visitors and residents who come to the High Desert seeking clean air, wide open spaces, and a high quality of life.

Section VI
RESIDENTIAL LAND USE

A. Single Family Residential (RS)

The RS category is depicted by the letters "RS" on the Land Use map. When followed by a suffix number, that number shall represent the maximum dwelling units permitted per gross acre for that territory; when followed by the letter "E" the maximum density is one dwelling unit per two and a half acres.

The RS classification is to provide a variety of detached, single family housing for people of all ages in a quiet neighborhood setting.

The following policies and standards shall apply to the RS district:

- Maximum density shall be four dwelling units per gross acre of land. However a twenty-five percent (25%) density bonus may be granted for development of affordable housing pursuant to Section 65915 of the California Government Code.

- The minimum lot size in the RS zone shall be 7,200 square feet.

- Lots created in this category shall, in most cases, have a minimum lot frontage of sixty (60) feet on a local standard public street. Flag lots may be permitted where a property suffers a hardship other than economic entitlement.

- Concrete curb and gutter are required along rights-of-way for all new projects in all RS zones in which the zoning density exceeds one dwelling unit per acre; inverted shoulders or asphalt curbs may be constructed (per the Rural Street standard in the Circulation Plan) for all Local Streets in the RS district where the zoning density is one dwelling unit per acre or less. Concrete curb, gutter, and sidewalks are required along rights-of-way for all new projects in all RS zones in which the zoning density exceeds three dwelling units per acre.

- Each dwelling unit shall have a garage or a parking area behind the front yard setback area to park automobiles. Access from the street to the front yard setback line shall be paved.

- Homes will be limited to one story unless the structure is at least twenty feet from any property line, in which case two stories is acceptable.

- Home occupations may be permitted for businesses that do not disrupt the appearance and activity of a residential neighborhood.

- Bed and board facilities may be allowed. Uses exceeding five guest rooms shall only be permitted in a single-family dwelling which has been designated as a Historic Landmark by the City. Such uses shall not conflict with the residential character of this district.

- All new utility service, both on site and in the public right-of-way, shall be underground.

- As a means of minimizing wind and water erosion, grading and removal of native vegetation from parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the RS Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is highly recommended.

- Streets are to have adequate lighting for safety/security purposes.

- Institutional uses, such as schools, churches, and day care facilities are to be designed to integrate into the neighborhood in which they are located, so as to maintain the integrity of the neighborhood. Proper set-backs and screening of features such as mechanical equipment, trash enclosures, etc., shall be required.

- Utility and other public services, such as electric substations, communications facilities, fire stations or structures utilized for emergency services, will be designed to resemble a typical house in the neighborhood where it is to be located.

B. Multi-family Residential (RM)

The RM category is depicted by the letters "RM" on the Land Use map. These territories are intended to serve the housing needs of non-long term residents or residents not needing or desiring a single family, detached household situation. However, diverse residential development may occur; this may include single family units, duplexes, apartment complexes, and mobile home parks. This designation is most suitable for planned communities, affordable and senior housing, where smaller units are appropriate.

The following policies and standards shall apply to the RM district:

- The density of any proposed development is to be not more than eight units per (gross) acre. However a twenty-five percent (25%) density bonus may be granted for development of affordable housing pursuant to Section 65915 of the California Government Code.

- Unit design will strive for individual privacy for each unit.

- As a means of minimizing wind and water erosion, grading and removal of native vegetation on parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the RM Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is highly recommended. Desert landscaping may be complimented by rock and other architectural features related to the Desert Southwest design (e.g. wagon wheels, statues, dry fountains, etc.)

- Institutional uses, such as churches, lodges and schools are appropriate in the RM district.

- Safe recreational areas for both adults and children shall be provided onsite on any proposed multi-family project exceeding ten dwelling units.
- Lighting for safety and security will be provided.
- All projects will be designed to create safe and open walkways and driveways utilized for ingress and egress.
- Applicants for multi-family projects shall demonstrate, through traffic studies or other suitable evidence, that the anticipated vehicular traffic can be accommodated by the existing and proposed roadway system.
- Concrete curb, gutter, and sidewalks are required along rights-of-way for all new projects in all RM zones.
- Bus benches and shelters shall be designed into the large scale projects when service is available or planned.
- Home occupations may be permitted in the RM district only when the use will not interfere or impact the residential integrity of the district.
- Bed and board facilities may be allowed. Uses exceeding five guest rooms shall only be permitted in a structure which has been designated as a Historic Landmark by the City. Such uses shall not conflict with the residential character of the district.
- The use of solar energy is encouraged; actively, for the heating of water and passively, by designing window exposure and eaves overhang, to allow warming or shading, thereby conserving other energy sources.
- All new projects will install underground utilities.
- Off-street parking shall be required as specified in the Development Code.

C. Rural Living (RL)

The RL category is depicted by the letters "RL" on the Land Use map. The RL classification shall be shown on the Land Use Map followed by a numerical suffix denoting the minimum size lot, in gross acres, per dwelling unit.

It is the intent of this category to provide generous amounts of land for large residential parcels located on the outskirts of the City. The district is created for quiet and spacious single family residential use, with some areas devoted to quiet institutional uses. Because of the rural setting, more relaxed standards apply. The following policies and standards shall apply to the RL district:

- Lot sizes will be as established on the General Plan Land Use Map, minimum one acre.
- Private septic systems are utilized and extension of sewer lines into this area is not anticipated.
- City street lighting will be limited to street intersections or hazardous areas.
- Permitted special uses, such as health care facilities shall take access from an Expressway, Arterial, or Collector street, or have an adequate, improved private drive.
- Building setbacks shall be at least twenty-five percent greater than that required for single family residential districts.
- Bed and board facilities may be allowed. Uses exceeding five guest rooms shall only be permitted in a single-family dwelling which has been designated as a Historic Landmark by the City. Such uses shall not conflict with the residential character of the district.
- Utility facilities shall be designed to be low profile and shall be screened by appropriate fencing and/or desert landscaping.
- As a means of minimizing wind and water erosion, grading and removal of native vegetation on parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the RL Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is highly recommended.
- The Rural Street standard shall be applicable for all Local Streets, as identified in the General Plan Circulation Plan.
- Public recreational facilities and parks shall be centrally located with respect to the population served, preferably at street intersections.
- Use of solar energy is encouraged.

D. Open Space Residential (OSR)

The Open Space Residential territory shall be designated by the letters "OSR" on the official Land Use Map. The boundaries of the territory are to correspond with the physical characteristics of the land encompassed by the designation and the territory otherwise classified.

The OSR designation is for properties which have limited development and limited development potential. OSR designated lands include publicly owned lands, BLM land, mountainous territory with scenic value, or other prominent land forms. The intent of the OSR designation is to allow development of single family dwellings, with minimal disruption of the land. Public uses are to be focused on the natural qualities of the area, keeping as much open space as reasonably possible. The following policies and standards shall apply to the OSR district:

- The minimum lot size is ten acres; larger lots are desired.
- Residential construction shall minimize grading impact and structures shall not visually extend above a ridge line.
- Mining, limited to resources found in the district, may be permitted, but only with the strictest controls that minimize land disruption.
- Exterior lighting is prohibited except for safety purposes and shall be screened to prevent nuisance glare.
- Recreational uses shall be limited to those uses that depend on open, natural circumstances and are quiescent by nature. Uses such as camping or retreat facilities are examples of acceptable recreational uses.
- Commercial advertising signs for off-site commercial activity are prohibited.
- As a means of minimizing wind and water erosion, grading and removal of native vegetation on parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the OSR Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is highly recommended.

E. Gated Communities

Perimeter walls constructed for gated communities shall provide an openness accomplished through use of partial wrought iron fences or equivalent. Walls may consist of a variety of screening methods so long as residential areas are visually accessible. Continuous solid brick or concrete block walls shall be prohibited.

All gated projects and all projects exceeding ten dwelling units shall provide a lighted directory at the entrance(s).

Section VII
COMMERCIAL LAND USE

A. General Commercial (CG)

The General Commercial category shall be designated by the letters "CG" on the Land Use Map of the General Plan. The General Commercial district will serve as the City's primary commercial area(s), suitable to a wide variety of commercial uses.

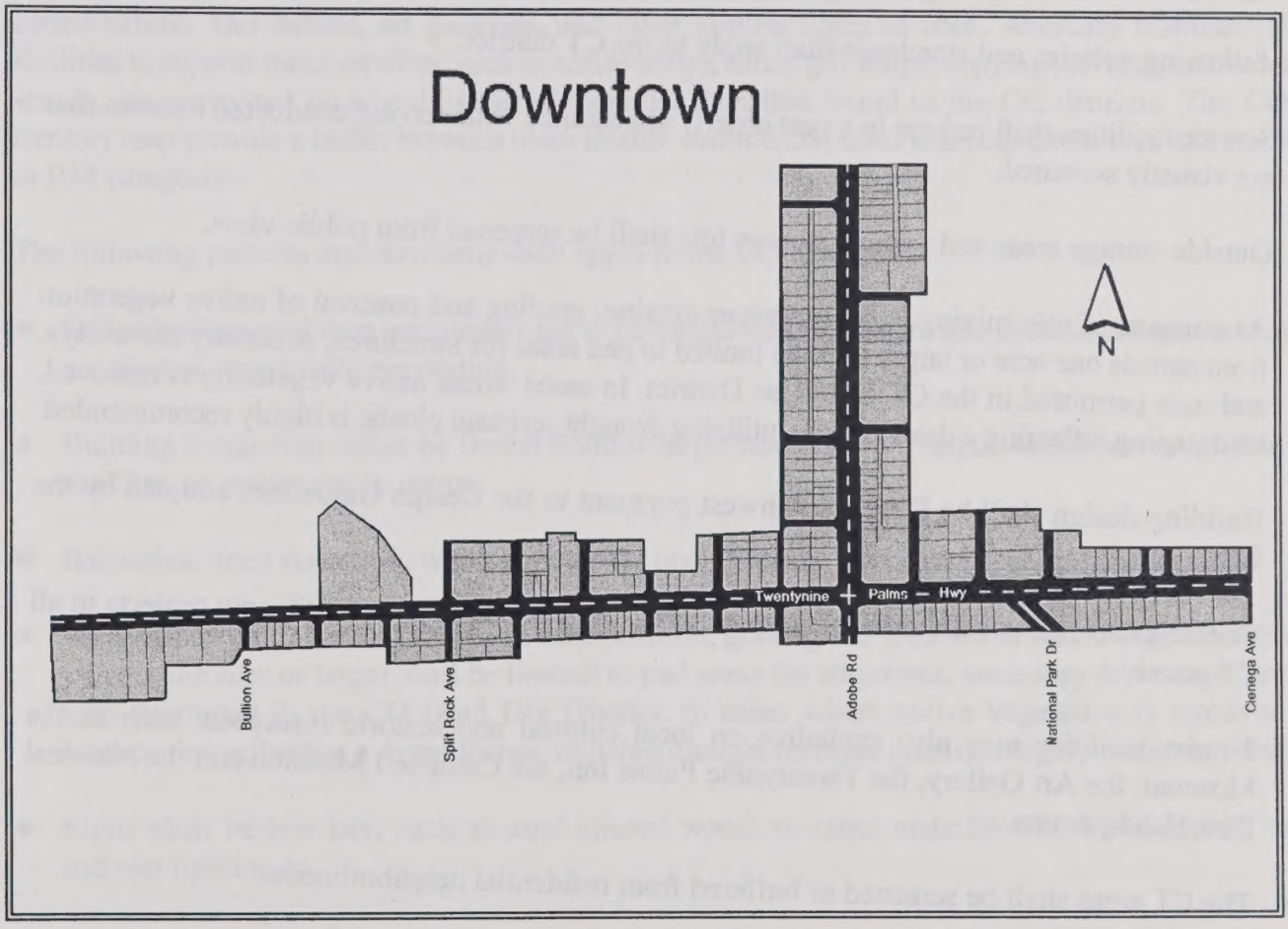
A commercial setting conducive to the sale of a variety of products and services is emphasized. Sale of items such as clothing, groceries, hardware, appliances, are to be established in a mutually supportive relationship with restaurants, gift shops, art galleries, hair salons, automotive repair, fitness centers, offices, etc.

The following policies and standards shall apply to the CG district:

- Building design shall be Desert Southwest pursuant to the Design Guidelines adopted by the City.
- The undergrounding of utilities will be required where found to be reasonable considering the nature and scope of development.
- Landscaping shall include amenities such as flower boxes, statues and architectural features to beautify and embellish the district and complement the City's Desert Southwest theme. Palm trees may be used to accent the character of the area.
- It is the intent to eventually provide sewer service to the CG area to allow both healthy and intense development.
- Concrete curb, gutter, and sidewalks are required along rights-of-way for all new projects in all CG zones.
- Solar energy use is desirable.
- Off street parking shall be provided.
- Vehicle storage lots shall be screened from public view.

Downtown Twentynine Palms is the commercial corridor along Twentynine Palms Highway (depicted below) between Donnell Hill and Cienega Avenue, and along Adobe Road from Twentynine Palms Highway north to the Flood Control Channel. The Downtown area is designated CG and will serve as a focus and identity point of the community.

The City's Downtown is a unique business district, offering goods and services to local citizens and visitors. An emphasis on the continued development of a "sense of place" is important to the long-range vision of the Downtown. Pedestrian friendly amenities are necessary as is the need for traffic calming, to allow opportunities for travelers to enjoy this unique area and to provide for safe pedestrian circulation.



B. Tourist Commercial (CT)

The Tourist Commercial category shall be designated by the letters "CT" on the Land Use Map of the General Plan. It is the intent of the CT classification to provide services to the traveling public, economic enhancement for the community and opportunities for resorts and retreat facilities to take advantage of the Joshua Tree National Park and the hot springs resources in the City. Uses such as hotels, motels, resorts, restaurants, souvenir shops, RV parks and entertainment facilities are appropriate in the CT district.

The following policies and standards shall apply to the CT district:

- Service facilities shall be kept in a neat orderly appearance with service conducted in areas that are visually screened.
- Outside storage areas and vehicle storage lots shall be screened from public view.
- As a means of minimizing wind and water erosion, grading and removal of native vegetation from parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the CT Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is highly recommended.
- Building design shall be Desert Southwest pursuant to the Design Guidelines adopted by the City.
- Concrete curb, gutter, and sidewalks are required along rights-of-way for all new projects in all CT zones.
- Tourist facilities may also capitalize on local cultural and historic resources, such as the Museum, the Art Gallery, the Twentynine Palms Inn, the Campbell Mansion and the National Park Headquarters.
- The CT areas shall be screened or buffered from residential neighborhoods.
- Off street parking shall be provided.

C. Office Commercial (CO)

The Office Commercial category shall be designated by the letters "CO" on the Land Use Map of the General Plan. The intent of the CO designation is to provide areas for professional services, offices, and small retail outlets, intermixed with residential uses. Uses shall be those which do not generate high volumes of traffic and which, generally, do not depend on impulse customers. Residential development will consist of single family units and duplexes.

Typical uses would be medical offices, insurance, real estate, legal and government services, tourist courts/cabins, hair salons, art galleries, and other similar types of uses. Ancillary commercial facilities to support these services, such as coffee shops, cafes, gift shops, copying services, and news stands, are permitted on a scale generally smaller than that found in the CG districts. The CO territory may provide a buffer between more intense commercial areas and residential uses of the RS or RM categories.

The following policies and standards shall apply in the CO district:

- Office/Professional uses are encouraged to be established in clusters and contain categories that are similar or mutually supporting.
- Building design may either be Desert Southwest pursuant to the Design Guidelines adopted by the City, or residential in nature.
- Balconies, open stairways, window pop-outs and generous eave overhangs are encouraged.
- As a means of minimizing wind and water erosion, grading and removal of native vegetation on parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the CO Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is highly recommended.
- Signs shall be low key, such as sand blasted wood, or other material with low intensity or indirect lighting.
- Direct solar energy, primarily for water heating, is strongly advocated, with passive solar design for heating and shading integrated into the project design.
- Lighting should be modest, sufficient for evening visibility, but not excessive or glaring.
- All new projects shall install underground utilities.
- Concrete curb, gutter, and sidewalks are required along rights-of-way for all new projects in all CO zones.
- Off street parking shall be provided.

- Vehicle storage lots shall be screened from public view.

D. Commercial Neighborhood (CN)

The Neighborhood Commercial category shall be designated by the letters "CN" on the Land Use Map of the General Plan. The intent of the CN category is to provide small commercial centers which serve residential areas by providing goods and services frequently used by residents of the neighborhood. The uses allowed in the CN district provide convenience items or services. Typical uses would be convenience stores, barber or beauty shops, dry cleaners, laundries, coffee shops, etc. Generally, these commercial centers will be surrounded by RS or RM districts.

The following policies and standards shall apply in the "CN" classified areas:

- The CN designation shall be at street intersections.
- Commercial uses shall be screened or buffered from the residential areas.
- Building design may either be Desert Southwest pursuant to the Design Guidelines adopted by the City, or residential in nature.
- Commercial design shall complement the character of the surrounding residential district(s).
- Off street parking shall be provided.
- Commercial uses shall be quiet, and not normally open past midnight.
- Signs are to be in good taste and not detract from a residential environment.
- As a means of minimizing wind and water erosion, grading and removal of native vegetation on parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the CN Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme utilizing drought resistant plants, is highly recommended.
- Design of the project will be conducive for pedestrian and bicycle traffic.
- Concrete curb, gutter, and sidewalks are required along rights-of-way for all new projects in all CN zones.
- Underground utilities shall be required on all new projects.
- Vehicle storage lots shall be screened from public view.

E. Service Commercial (CS)

The Service Commercial category shall be designated by the letters "CS" on the Land Use Map of the General Plan. The Service Commercial designation is intended to allow heavier commercial uses. These areas shall be completely separated or shielded from all other land use functions. Uses such as wholesaling operations, appliance repair, auto and truck repair and service, lumber yards, concrete product sales, welding shops, machine shops, light manufacturing, and recycling centers are typical examples. Uses in this category are encouraged to employ high quality design standards to mitigate aesthetic impacts.

The following policies and standards shall apply to the CS category:

- As a means of minimizing wind and water erosion, grading and removal of native vegetation on parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the CS Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is highly recommended.

- Block screening walls shall be required in cases where projects are developed adjacent to residentially zoned properties.

- Building design shall be Desert Southwest pursuant to the Design Guidelines adopted by the City.

- Project applicants shall demonstrate, through traffic studies or other suitable evidence, that the anticipated vehicular traffic can be accommodated by the existing and/or proposed roadway system.

- Business parks and clustering of uses are encouraged.

- Concrete curb, gutter, and sidewalks are required along rights-of-way for all new projects in all CS zones.

- All new projects shall provide underground utilities.

- Off street parking shall be provided.

- Vehicle storage lots shall be screened from public view.

Section VIII
INDUSTRIAL LAND USE

Community Industrial (IC)

It is the intent of the IC category to accommodate both the existing industrial uses and allow for growth of new uses in the same industrial zone. Uses like auto dismantling, concrete products, mining operations, are typical examples. However, commercial uses may also be permitted as a means of enhancing and augmenting industrial development.

The following policies and standards shall apply to the IC category:

- Outdoor uses and activities shall be visually screened from view of Expressways and Arterials to mitigate aesthetic impacts.

- As a means of minimizing wind and water erosion, grading and removal of native vegetation on parcels one acre or larger shall be limited to pad areas for structures, necessary driveways, and uses permitted in the IC Land Use District. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is highly recommended.

- Off-street parking shall be provided for employees and customers; employee parking need not be paved if adequate dust control is provided.

- Project proponents shall demonstrate that there is no pollution from hazardous ground or air discharges; best available control technology will be required.

- Lighting may be sufficient for security purposes.

- Defensible space concepts will be required in the design of projects.

- Underground utilities shall be installed in all new projects.

- The design of projects shall be attractive, with a Desert Southwest theme where possible. However, a modern industrial building design may be acceptable where the Desert Southwest theme is not feasible and the style would not detract from or conflict with the established theme of the community.

- Energy conservation, including use of both direct and passive solar energy is urged.

- The Local Industrial Street standards shall be applicable to all streets in industrial land use districts that are not otherwise classified as Expressways, Arterials or Collectors.

- Vehicle storage lots shall be screened from public view.

Section IX
PUBLIC (P)

The purpose is to identify prominent Public uses such as City and county facilities and offices, parks, public golf courses, schools, and school facilities, water district operations, etc. Existing and proposed Public Districts are identified on the Land Use Element Map with the letter "P".

The following policies and standards shall apply to the Public Use designation:

- Public Uses shall compliment the areas in which they are located.
- Those located adjacent to residential districts shall be of a design compatible with the residential neighborhoods.
- Building design shall be Desert Southwest pursuant to the Design Guidelines adopted by the City.
- The Local Street standards shall be applicable to all streets in the Public land use district that are not otherwise classified as Expressways, Arterials or Collectors. Sidewalks shall be required as necessary to facilitate pedestrian movement to and from proposed facilities.

Section X
MILITARY (M)

The purpose of the Military Zone classification is to identify on the Zoning Map those properties within the City under federal control and available exclusively for military operations, housing, personnel, recreation, and similar ancillary military facilities or environmental habitat preservation.

The following policies and standards shall apply to the Military designation:

- Activities conducted in the Military Zone shall be exclusively under the jurisdiction of the military agency in charge of the military mission.
- Any land use necessary to carry out the military mission is permitted in the Military Zone.

Section XI
DISTRIBUTION OF LAND USE

The Land Use Plan provides ample variety in residential development opportunities. Abundant Multi Family Residential lands are available, providing opportunity for development of apartment complexes. Considerable amounts of low-density lands are available in the City in both RS and RL land use districts. Continued residential development of the area will create a balanced and stronger community.

Table I
DISTRIBUTION OF LAND USE

Land Use	Acres	Percentage
Single Family Residential	11,865	31.8%
Rural Living	15,960	42.8%
Multi Family Residential	957	2.6%
Open Space Residential	2,435	6.5%
Commercial	1,638	4.4%
Industrial	1,053	2.8%
Military	2558	6.9%
Public	833	2.2%
Total	**37,299**	**100%**

Section XII
POPULATION GROWTH

A. SCAG Regional Transportation Plan Forecasts

The Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide contains core growth management policies which are adopted by SCAG's Regional Council. The following sub-regional population, household, and employment forecasts are included in the Plan for the San Bernardino Associated Governments (SANBAG) subregion and the City:

Table II SANBAG SUB-REGIONAL FORECASTS					
	2000	2005	2010	2015	2020
Population	1,743,438	1,855,434	2,031,708	2,238,937	2,486,564
Households	543,171	582,536	640,917	708,521	789,378
Employment	582,543	715,070	852,025	932,992	1,--7,013

Table III SANBAG FORECASTS FOR THE CITY OF TWENTYNINE PALMS*					
	2000	2005	2010	2015	2020
Population	15,682	16,223	17,502	19,141	21,300
Households	5,767	6,581	6,839	7,413	8,139
Employment	4,717	5,442	6,192	6,635	7,038

* Not including Marine Corps Air Ground Combat Center

The above forecasts represent the City's anticipated growth in population, housing and employment. The City, through adoption of the Land Use Plan, supports the achievement of the policies regarding population, housing, and employment contained in the Growth Management Chapter of the Regional Comprehensive Plan.

B. Build-out Population

The land use designations determine the total number of people that could potentially reside in the City; this is the City's Theoretical Build-out. Because it isn't reasonable to assume that every lot in the City will develop to its full potential, a more practical forecast is made; this is referred to as the Effective Build-out.

The difference between "Theoretical" and "Effective" takes into account such things as institutional uses, earthquake hazard areas, and undevelopable hillside slopes, which reduce the total land development potential. The table below indicates the theoretical maximum population. The practical projection is the Effective Build-out which is 80% of the Theoretical Build-out, or 101,604 residents within the City at build-out.

In determining the number of persons per household, the January 2000, California Department of Finance official estimate of population and housing (2.839 persons per household) is used.

Table IV
BUILD-OUT POPULATION ESTIMATES

Land Use	Land Area (Acres)	Dwelling Density Per Acre	Units Allowed	Persons Per Household	Theoretical Build-out Population	Effective Build-out
OSR	2,435	1 per 10	243	2.839	690	552
RL-5	4,287	1 per 5	857	2.839	2,433	1,946
RL-2.5	11,025	1 per 2½	4,410	2.839	12,520	10,016
RL-1	648	1	648	2.839	1,840	1,472
Military	2,558	*	*5,284	2.839	*15,000	*15,000
CO**	93	2	186	2.839	528	422
RS-E	4,033	1 per 2½	1,613	2.839	4,579	3,663
RS-1	1,494	1	1,494	2.839	4,241	3,393
RS-2	2,018	2	4,036	2.839	11,458	9,166
RS-3	291	3	873	2.839	2,478	1,982
RS	4,029	4	16,116	2.839	45,753	36,602
RM***	957	8	7,656	2.839	21,735	17,388
Total	**33,741**		**44,216**		**123,255**	**101,604**

* Allowable density to be determined by Base Command. (See additional discussion below.) Per 2000 US Census, population aboard MCAGCC is 8,413. Population growth projection is not available from MCAGCC, estimated by City to increase to 15,000 by 2020.

** Residential development is permitted in the Office Commercial district. Such development is anticipated to be minimal, and is not expected to exceed two dwelling units per acre.

*** Areas designated as RM in SP 1-4 may allow slightly more than eight units per acre, however, the potential for exceeding this level is minimal.

The Land Use Plan provides for a build-out population of 101,604 residents. This is an increase over the former forecast of 69,300 contained in the General Plan. However, the increase is a result of two factors, the annexation of the Marine Corps Air Ground Combat Center, and different calculation methods regarding persons per household and development potential. The increase does not result from a change in land use designations. The 69,300 conclusion was based on two persons per household, compared to 2.839 allowed in the current calculation. Theoretical versus effective build-

out is also calculated differently; the former calculation was based on a factor of 70%. The effective build-out contained herein assumes a factor of 80%.

The revised build-out forecast is actually very close, in terms of unit count. The former forecast for housing units was 30,085, this did not include units aboard MCAGCC (because MCAGCC had not been annexed into the City when the calculation was prepared). Assuming 80% build-out, the current forecast, excluding units aboard MCAGCC, is 31,146 units (80% of 38,932 units theoretically allowed), slightly more than the 30,085 units in the former forecast.

The addition of the Mainside of MCAGCC resulted in a significant change in the City's population. Accomplished in 1999, the annexation added approximately four square miles to the City and approximately 8,000 residents. The Base currently has 2,239 dwelling units, including 75 mobilehome spaces, plus barracks. Current population is approximately 6,000 in family housing (dwelling units and mobile homes) and approximately 2,000 in barracks. Base Command expects population to remain consistent in the near future. Population increases are possible during the planning period; population projections are not provided by the Base Command but are estimated (by the City) to be 15,000 residents in the year 2020.

The Base Command is responsible for providing infrastructure aboard MCAGCC as part of their military mission. Therefore, impacts caused by population increase will be mitigated by the Base Command.

C. 2020 Population Projection

Based on the SANBAG projection of 21,300 in the year 2020, plus an anticipated 15,000 aboard MCAGCC by that time, 2020 population is anticipated to be 36,300 by the year 2020. This projection is 36% of the City's projected Effective Build-out.

Section XIII
ECONOMIC IMPACTS

The proposed Land Use Plan provides ample commercial lands for future development. The Office Commercial sectors near the Downtown provide opportunities for smaller businesses to locate in the City.

The spacious industrial area in which non-polluting industrial uses can be located, along with commercial uses, provides opportunities for development and employment. However, recognizing the limitations of the City with regard to industrial development, significant industrial growth in the near future is not anticipated.

Section XIV
INTENSITY OF DEVELOPMENT

A. Lot Coverage

The Development Code of the City will specify maximum lot coverage for each Land Use District to ensure that adequate area is available for drainage and that intensity of land use is appropriate. Percentages shown in the table below represents the maximum coverage of net land area in terms of impervious surface, including sidewalks, parking lots, structures, etc.

Table V
MAXIMUM LOT COVERAGE
(IMPERVIOUS SURFACE)

Single Family Residential (RS)	40%
Multi Family Residential (RM)	60%
Rural Living (RL)	20%
Open Space Residential (OSR)	5%
General Commercial (CG)	80%
Tourist Commercial (CT)	55%
Office Commercial (CO)	75%
Commercial Neighborhood (CN)	75%
Service Commercial (CS)	80%
Community Industrial (IC)	70%
Public (P)	80%
Military (M)	Determined by Base Command

B. Building Height

To maintain low profiles conducive to the City's Desert Southwest setting, height of habitable structures shall not exceed 35 feet for residential and commercial structures, and 40 feet for industrial structures. Exceptions, as specified in the Development Code, apply to the height of non habitable structures such as communications towers, church steeples, monuments, water towers, flag poles, parapets, and windmills and for architectural elements of habitable structures.

Section XV
USE PERMITS

A. Permitted Uses
Uses identified by the Development Code as Permitted Uses are allowed by right. Construction and use is subject to requirements of the Uniform Building Code, the Development Code, and all applicable federal, state and local regulations.

B. Conditionally Permitted Uses
Conditionally Permitted Uses require approval, either by the City Council or Planning Commission as set forth in the Development Code. Such uses may only be permitted under certain, specified conditions and require approval under a Conditional Use Permit, Special Use Permit, Home Occupation Permit or other such permit as may be specified in the Development Code. Or, the Approval Authority may deny such uses if findings are made that approval would not be in the interest of the public health, safety, and welfare or that approval would not be compliant with the General Plan.

C. Uses Not Permitted
Uses which are categorized as Not Permitted for a specific Land Use District shall not be allowed in the District.

D. Interpretation of Allowable Uses
The Land Use Plan provides direction on the types of uses that can be allowed in the various Land Use Districts. However, the uses described for each Land Use District are general descriptions of categories and types of uses, not intended to be interpreted as the complete list of allowable uses. Specific detail of the allowable uses for each Land Use District is contained in the Development Code, where uses are designated as either Permitted Uses, Conditionally Permitted Uses, or Not Permitted.

The interpretation of the General Plan's broad categorization, and the Development Code's more specific detail, shall be based first on the literal meaning of the uses listed. In cases where more than one conclusion could logically be reached, the determination or categorization shall be based on anticipated impacts and compatibility of the use within the District. Such impacts could include, but shall not be limited to, generation of traffic, parking requirements, noise generation, and potential environmental impact.

Section XVI
MIXED USES

The Land Use Plan sets forth three broad categories of use, Residential, Commercial and Industrial. Residential and Commercial categories are further divided into specific districts which limit development to compatible uses. However, in some cases, a variety of uses can be approved. The Office Commercial (CO) designation, for example, is a Commercial/Residential mixed use designation. In the CO district, uses range from small retail and office facilities to single family residences or duplexes. Often, the use will consist of a primary commercial use and a secondary or accessory residential use.

The Community Industrial (IC) Land Use District may also be developed as a mixed use district. The primary function of the IC category is to accommodate industrial uses. However, commercial uses will also be permitted as a means of augmenting and enhancing industrial development.

To a lesser extent, residential uses may occur in commercial zones. Residential development is not allowed in the General Commercial, Tourist Commercial, Neighborhood Commercial, and Service Commercial Districts. However, as a secondary or accessory use, caretaker quarters may be allowed. To this extent, these Districts may function as mixed uses.

Limited commercial use may occur in all residential zones through a Home Occupation Permit. Approvals are limited to only those home occupations compatible in a residential setting.

Section XVII
EXISTING NON CONFORMING USES

Uses that were legally established but no longer comply with the General Plan or Development Code are considered Non Conforming Uses and may be continued under certain, specified conditions contained in the Development Code.

Section XVIII
DISTRICT AREA REQUIREMENTS

To avoid "spot zoning," minimum District sizes are specified in the table below. In the event a General Plan Land Use designation is changed, the gross area included in the proposed change must comply with the following minimum district sizes. Changes which propose to increase or decrease the size of existing, established Land Use Districts, may be approved provided that the resulting Land Use District is not smaller than the Minimum Land Area specified below.

Table VI
DISTRICT AREA REQUIREMENTS

Land Use Designation	Minimum Land Area (Acres)
Single Family Residential	5
Multi Family Residential	5
Rural Living	30
Open Space Residential	200
General Commercial	1
Tourist Commercial	1
Office Commercial	1
Neighborhood Commercial	½
Service Commercial	5
Community Industrial	25
Public	None
Military	None

Section XIX
TOURISM

Because the City attracts visitors from all over the world, consideration should be given to tourism on land use decisions. Sidewalks, bicycle paths, tourist-oriented directional signage, and available public transit can all provide benefits to visitors which will increase and improve the City's tourism and should be incorporated into projects where appropriate and reasonable.

Section XX
DESIGN

Commercial areas of the City are to be dominated by a Desert Southwest theme. This includes a variety of architectural styles, including Santa Fe, Spanish, Mexican, Territorial, Mission, Adobe (style) and Mediterranean.

The design frequently includes tile roofs in total or in part, most with flat or medium pitches, frequently hidden by parapets or pony walls. Wall elevations generally tend to be rectangular, canals and vegas are often used, passageways are frequently arched, and real or false headers are employed to break up what might otherwise be long stark wall faces.

Colors are most often some shade of sand color, white or light earth tones, with contrasting trims from darker earth tones to the brightest of colors.

Landscaping should complement the general theme, utilizing desert plants where possible. Landscaping plans which require excessive watering are discouraged, and drip systems are preferred for irrigation.

Section XXI
MESQUITE DUNES OVERLAY

The Land Use Plan includes the *Overlay, for Protection of the Mesquite Dunes, Mesquite Dunes Bosque, and Playa Lakebed*, which is identified on the Land Use Map as the Mesquite Dunes Overlay. The intent and purpose of the Overlay is to establish development regulations to protect the natural beauty and biological resources of the Mesquite Dunes, Mesquite Dunes Bosque, and Playa Lakebed.

Restrictions specified in the Mesquite Dunes Overlay text shall apply regarding grading, disturbance to the dunes and other prominent natural features, sand extraction, and natural resources.

Section XXII
DESERT SKY

Preservation of the desert sky to perpetuate the view of the stars in the evening, is identified as a community asset. In implementing the General Plan, the City shall seek means of avoiding light pollution, trespass, and unnecessary glare. Outdoor lighting shall be the minimum necessary for security and safety purposes, utilizing shielding methods and prohibiting upward lighting which could diminish the night sky.

Section XXIII
WILDLIFE CORRIDORS

The General Plan recognizes that an important reason why Twentynine Palms is a unique and special place to live, work, and visit, is its diverse and profuse wildlife population. Protection of this wildlife resource will encourage residents and existing businesses to remain and grow in the City, and will attract new people and businesses for the enhancement of sustainable economic growth.

Accordingly, the City shall administer its plans in a manner which actively seeks to encourage and protect wildlife habitat and corridors. It is intended that this policy for the encouragement and protection of wildlife habitat and corridors be administered in a flexible manner so as to fairly protect the health and safety of the citizens of the City and the economic vitality of its businesses.

Section XXIV
MINING RESOURCES

A. Current Mining Operations

Sand and gravel deposits within the City represent an important economic resource. One surface mining facility is currently operational in the City, located in the industrial area south of Twentynine Palms Highway, east of Mojave Road. Additional lands are available in the same vicinity and the Community Industrial (IC) designation allows such use, subject to approval of the City and compliance with the State Surface Mining and Reclamation Act (SMARA).

B. Future Mining Activity

Additionally, sand and gravel mining operations can be approved within the Open Space Residential (OSR) Land Use District.

C. Past Mining Activity

Most mining in the general vicinity occurred during two boom periods. The first, during the 1870s was in the Gold Park district near the Oasis of Mara. Gold was discovered south of the Oasis in 1873. In 1874 the Anaconda Mine opened, followed by several others. Miners settled at the east end of the Oasis and began processing ore nearby. The Gold Park district was mined over the next eleven years.

In 1883, gold was discovered in the Dale mining district some seventeen miles east of the Oasis, approximately fourteen miles east of the current City limits, causing the mining activity in what is now the City, to lessen. The population of Old Dale reached 1,000 at times and the Dale mines yielded over three million dollars in gold before the turn of the century.

Gold mining was curtailed by government order during World War I. Another brief spurt of mining occurred during the Depression years of the 1930s when many of the local men found work in the mines of the Dale district. Some gold mining continues to this day, generally pursued by hobbyists who spend spare time searching for gold in the surrounding area.

Section XXV
ESSENTIAL SERVICES

A. Water Distribution
The Twentynine Palms Water District provides water supply to the City. In addition to the distribution system, the District operates a three million gallon per day water treatment facility on District owned property located at the southwest corner of Amboy Road and Utah Trail. Two additional water reservoirs are planned which will add three million gallons of water storage to the existing fifteen million gallons of storage.

B. Septic/Sewer System
Currently, a sewer system is not in place in the City. Therefore, all developed properties are required to have septic systems.

The City anticipates the need for a sewer system within the planning period for the higher density areas of the City. Plans are underway at MCAGCC for development of a sewer treatment facility which is expected to be online in 2005. Discussions are underway with MCAGCC for development of a joint powers authority.

C. Fire Protection
Fire protection is provided by the Twentynine Palms Fire Department, a division of the Twentynine Palms Water District. The Department protects 88 square miles, including the entire City. The Department operates two stations, one within the City just south of Twentynine Palms Highway on the west side of Adobe Road.

D. Schools
Educational needs for students K-12 are provided by the Morongo Unified School District. The District currently has two high schools, one junior high school and four elementary schools within the City. A fifth elementary school is included in the District's long range planning; the additional school is slated for development at the northwest corner of Two Mile Road and Encelia Avenue.

The Administration Office for the District is located within the City at 5715 Utah Trail. School facilities throughout the Morongo Basin, including Joshua Tree, Landers, Morongo Valley, and Yucca Valley are managed by the District's Administration Office.

The City is located within the Copper Mountain Community College District. The District has one campus, located one mile west of the City in unincorporated San Bernardino County.

E. State Highway
The City is served by one state highway, State Route 62, also known as Twentynine Palms Highway, which connects the City with Interstate 10 to the west and Parker, Arizona to the east. Maintenance of the highway is the responsibility of Caltrans, District 8, in San Bernardino.

F. Flood Control Facilities

Major flood control facilities within the City are managed by the County of San Bernardino Transportation/Flood Control Department. The Department oversees operation and maintenance of the flood control facilities which traverse the City, including the Donnell Basin located north of Donnell Hill.

G. Recreation Facilities

Recreational facilities are a vital component of the City's development. Such facilities include parks, bicycle paths and nature trails, public golf courses, and privately owned and operated facilities.

Existing public parks, Luckie Park (Two Mile Road at Utah Trail) and Knott Sky Park (El Sol Avenue, south of Hatch Road), are shown on the Land Use Map.

- Luckie Park is a 26-acre active park which includes Patriotic Hall, three picnic shelters, four indoor racquetball courts, a swimming pool, two playgrounds, a snack bar, four softball/baseball fields, and one soccer field, two street hockey rinks, and a basketball court.

- Knott Sky Park includes a playground, two softball/baseball fields, and a pre-school. A 3,200 square foot park maintenance building is slated for construction at the park. Knott Sky Park is approximately 20 acres.

- The Twentynine Palms Community Center includes two classrooms and an theater/multi-purpose room. A skateboard park is planned as part of the facility.

The Circulation Plan includes a Bicycle Circulation Plan. In addition to connecting residential neighborhoods to schools and recreational facilities, it also leads to the Joshua Tree National Park Headquarters, which is located adjacent to the Oasis of Mara, south of National Park Drive and west of Utah Trail. Included in the 58-acre site is a nature trail with a spur connecting the Oasis to the adjacent Twentynine Palms Art Gallery and Museum.

One (nine-hole) public golf course is currently operational within the City, Roadrunner Dunes Golf Course, located north of Amboy Road at Desert Knoll Avenue. An additional nine holes is planned, but currently undeveloped. While the golf course property is privately owned, it is open to the public. The General Plan land use designation for the golf course, including the back nine, is "Public"; this designation will allow for and encourage development of an eighteen hole public golf course within the City.

Additionally, there are recreational facilities located aboard the Marine Corps Air Ground Combat Center. Even though some of these facilities are located within the City, they are for the recreational needs of military personnel and their families. Zoning for these facilities is Military and the Base Command therefore has responsibility for their management and maintenance.

H. City Facilities

In addition to the parks referenced above, the City has the following other facilities:

- The City Hall Complex consists of City Hall and Clifford L. Stanley Park. City Hall includes the administration offices for the City, the Council Chambers, and satellite offices for the County Board of Supervisors and Sheriff's Department. Adjacent to the City facilities is the San Bernardino County Branch Library and the County of San Bernardino Human Service Systems Complex.

- Palms 'N Paws Animal Shelter is located south of Sullivan Road on the west side of Bullion Avenue. The Shelter houses the City's Animal Control services. Facilities include an existing 2,400 square foot building and a planned 4,000 square foot facility.

- The City's Public Works Department facilities are also located south of Sullivan Road on the west side of Bullion Avenue. Included are an outdoor equipment storage area, covered storage, and a 4,000 square foot administration/equipment facility.

- The City owned Senior Center, located at the northeast corner of Adobe Road and Cactus Drive, is leased to the County of San Bernardino for senior services, including a senior nutrition program.

I. MCAGCC

Essential services aboard MCAGCC are provided by, and are the responsibility of, the Base Command.

Section XXVI
SOLID WASTE

Solid waste disposal and landfill siting is handled by the County of San Bernardino, Solid Waste Management Division. As part of the County's strategic plan, solid waste facilities throughout the County have been reduced from 17; consolidating to five regional landfills County-wide. As a result, the Twentynine Palms Landfill has been designated as a transfer station.

The transfer station is located one mile east of the City, south of Twentynine Palms Highway. This site functions as a drop-off facility for solid waste generated by residents of the City and surrounding areas. Solid waste is transferred to the Landers Landfill, a regional landfill located approximately 30 miles northwest of the City. The Landers Landfill is estimated to reach its design capacity in approximately 2012.

The County Waste System Division estimates the life of the Landers Landfill to be through 2012. This is based on the current size of the landfill and existing disposal rates (for the entire region) of approximately 50,000 tons annually. Additional landfill capacity will result either from expansion of the Landers Landfill or the regional landfill in Barstow, approximately 100 miles north of the City.

Salvageable materials generated by City residents are transported to recycling centers as a result of the City's recycling programs. The City has reduced the amount of solid waste by 49% (1990 to 1999). Current recycling and education programs are expected to result in greater reductions.

Landfill facilities are also available aboard the Marine Corps Air Ground Combat Center. These facilities are located outside the City limits but provide landfill capacity for military operations, and military personnel and their families living on the Base. Management of the Base landfill facilities is the responsibility of the Base Command.

Section XXVII
HAZARDS

A. Flooding

The climate of the desert entails limited precipitation in the form of rain and sometimes, snow. However, it is not rare to have three-quarters of the annual rainfall occur in one single summer thunderstorm event. Runoff can be intense and can be heavily laden with sediment and debris which can be a primary cause of flood damage.

Areas where flash flooding can occur— generally in sheet flow— are identified on the Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA) dated March 18, 1996. Flood hazard areas in the City are identified as either Zone A, Zone AE, or Zone AO.

Two large residential districts, the Smoketree area generally south of Flood Control Channel, and the Hansen Tract in the southeast portion of the City, are included in the AO zone. FEMA has identified potential flood depths in these areas as one foot.

Historically, the Downtown commercial area was subject to flood inundation. However, with construction of the Donnell Basin, much of the Downtown flooding has been abated and the Downtown is not within the flood zones identified on the FEMA Flood Insurance Rate Map. The County of San Bernardino Transportation/Flood Control Department has developed plans to improve and expand the Basin. When completed, this improvement will provide even greater protection for the Downtown.

Some commercial districts within the City are in areas identified on the FEMA Flood Insurance Rate Map as either AE or AO Zones. AO Zones, where the anticipated flood depth is one foot, include the north and south sides of Twentynine Palms Highway between Lupine Avenue and Mesquite Springs Road, the intersection of Utah Trail and Twentynine Palms Highway, and intermittently along National Park Drive. The only AE Zone with a commercial designation is along Amboy Road, east and west of Utah Trail; base flood elevation for this area is 1,806 feet. Development is allowed in these areas, habitable structures are required to be elevated above the identified flood depth.

In January 1997, NBS/Lowery Engineers and Planners of San Bernardino prepared a Master Plan of Drainage (MPD) for the San Bernardino County Transportation/Flood Control Department. The MPD included portions of the City and the surrounding drainage areas which contribute to the runoff. Flooding hazards and remedies are discussed in the MPD and it is used as a guideline for design of future flood facilities including channels, pipes, culverts, debris basins, detention basins and non-structural solutions.

B. Earthquake Fault Lines

There are two significant faults crossing the community, the Pinto Mountain Fault and the Mesquite Lake Fault. The Pinto Mountain Fault transects residential areas and parallels Twentynine Palms Highway throughout most of the westerly portions of the City. The Mesquite Lake Fault transects,

generally, less developed areas in the easterly and northeasterly portions of the City. Earthquake faults pose a building hazard along the fault lines, and the Alquist-Priolo Act limits development in the vicinity of fault lines by requiring setbacks from fault lines.

C. Wildland Fires

Terrain in and around the City is covered with sparse vegetation consisting of grasses, and other native desert plants. Because of the limited vegetation which occurs in and around the City, wildland fires typically have a slow rate of spread unless influenced by weather or topography.

Weather conditions are typically dry and often windy and summer temperatures can easily exceed 100 degrees Fahrenheit. Such conditions may contribute to and intensify a wildland fire.

Because fire travels more quickly uphill, portions of the City could experience faster spread than others. Even though areas of steeper terrain are generally less developed, the risk of wildland fire engulfing inhabited structures in the City does exist.

The Twentynine Palms Fire Department operates a fleet of apparatus capable of suppressing wildland fires and department personnel are trained to the National Wildfire Coordination Group and California State Fire Training standards.

Wildland fuel areas have been identified by the Department; these areas contain higher density of vegetation and are particularly susceptible to wildfire. Some of the more densely developed areas of the City are adjacent the identified wildland fuel areas. These areas include:

- One square mile north of Two Mile Road, between Morongo Road and Mesquite Springs Road.
- South of Two Mile Road in the vicinity of Mesquite Springs Road, including the vicinity surrounding Twentynine Palms High School.
- North of Two Mile Road, between Adobe Road and Utah Trail, including relatively dense residential development in the Ben Hunter Tract as well as areas surrounding Twentynine Palms Junior High School and Twentynine Palms Elementary School.
- North of Twentynine Palms Highway, west of the downtown extending east to Utah Trail.
- North of Baseline Road between Utah Trail and Adobe Road, including the area surrounding Palm Vista Elementary School.

Additionally, heavy wildland fuel areas have been identified by the Department along the west side of Mesquite Springs Road, north of Amboy Road. This area is outside the City limits, but because of its close proximity to the City, a wildland incident could impact City residents. This area is also outside the Twentynine Palms Fire District but the Department responds to calls for service in this area through mutual aid agreement with the County of San Bernardino.

D. Disaster Preparedness

The City uses the Standard Emergency Management System (SEMS) as mandated by the State of California. All department heads and most second and third tier supervisors attend a week-long earthquake preparedness course presented by the California Specialized Training Institute. Emergency drills are conducted at least annually.

City Hall is equipped with an emergency generator and will be used as an Emergency Operations Center (EOC) in case of natural or technological disaster. The City's Public Works building— also equipped with an emergency generator— serves as the alternate EOC if needed.

Communications in the EOC are provided by dedicated telephone lines that are activated when needed; computers are connected by the phone line to the County of San Bernardino EOC.

Section XXVIII
GENERAL PLAN CONSISTENCY

A. Legal Requirements

State law requires consistency among all the Elements of the General Plan. The concept of internal consistency holds that no policy conflicts exist between the components of a General Plan. Five internal consistency requirements are specified:

1. Equal Status among Elements
   All Elements of the General Plan have equal legal status. No Element is legally subordinate to another and the General Plan must resolve potential conflicts among the Elements through clear language and policy consistency.

2. Consistency Between Elements
   All Elements of the General Plan must be consistent with one another. Text and diagrams contained in the Circulation Plan cannot be in conflict with text and diagrams contained in other Elements of the City's General Plan.

3. Consistency Within an Element
   Diagrams, text, goals, policies, and programs must be consistent with and complement one another.

4. Area Plan Consistency
   All aspects of a General Plan must be consistent with any adopted area plan or community plan.

5. Text and Diagram Consistency
   Text of the Plan must be consistent with any diagrams contained in the Plan.

B. Circulation Plan

The Circulation Plan and Land Use Plan mutually affect one another. For this reason, the two Plans have been developed and proposed for adoption concurrently. The location and intensity of Land Use determines, to a great extent, the need for circulation systems. Design and location of circulation facilities are among the major factors in determining the form of human settlement and the extent and type of land use.

In developing and refining the Land Use Plan, consideration has been given to the ultimate development of the circulation system. Decisions regarding the roadway designations are based on both the adjacent land use designation, as well as the designation of areas served by the specific route. Industrial and higher impact commercial areas depicted on the General Plan Land Use Map are located along roadways— either Expressways or Arterials— designed to accommodate higher levels of traffic.

C. Housing Element

In developing the Land Use Plan, consideration is given to the development of housing opportunities for all income levels in the City. The proximity of higher density development is also a factor; generally, the Multi Family Residential (RM) zones are located in close proximity to commercial areas and necessary services.

D. Noise Element

Land Uses are assimilated in a manner which minimizes noise for residential areas. Industrial areas are buffered by Rural Living designations and heavier commercial uses found in Service Commercial (CS) zones are buffered from adjacent residential zones. Commercial uses which are permitted in or near residential zones are required to be in keeping with the surrounding residential character.

E. Safety Element

Access to safety services is critical to the effective development of a liveable community. There are some areas in the perimeter of the City difficult to access because of the vast open spaces. However, the higher density areas are generally easier to access; the majority of Multi Family Residential (RM) districts are within one mile of the fire station. Higher density development is also not prevalent in seismic areas of the City. Police services are dispatched from the Communications Center in Victorville but the Sheriff's satellite office within the City is centrally located for efficient response.

F. Conservation, Open Space and Recreation Element

The logical assimilation of land uses lends itself to conservation of resources. Open Space is identified as a priority in the Land Use Plan and sufficient Open Space lands are provided. In addition to those lands designated as Open Space, there are vast amounts of government owned land within the City where development is not anticipated.

Recreation amenities are provided in the form of private and public facilities, many of which are identified in the Land Use Plan.

Section XXVIV
GOALS AND POLICIES

A. Overview
The following goals are established for the Land Use Plan. The purpose of each goal is established in this section. To facilitate each goal, policies are established and each policy is executed by one or more programs.

B. Goal #1
A Land Use Plan which provides a desirable City in which to live.

Purpose
Goal #1 establishes the primary purpose of the Land Use Plan, a setting which provides a high quality of life for all residents and visitors.

Policy #1.1
Traffic, noise and other impacts will be considered prior to any land use designation change and/or land use intensification.

Program 1.1.1
When changes in land use designation are considered and/or intensifications are considered, traffic studies will be conducted prior to approval to determine necessary changes in roadway designations.

Program 1.1.2
Impacts caused by noise, dust, and vibration will be analyzed before changes are made to land use designations which could impact existing residential and commercial areas.

Program 1.1.3
Lighting in and near residential areas shall be minimal and shielded to prevent nuisance glare.

Program 1.1.4
Block screening walls will be required in cases where residential uses abut commercial, industrial or institutional uses.

Policy #1.2
Quality standards will be applied to all new developments.

Program 1.2.1
A Desert Southwest design theme shall be dominant in commercial developments in the General Commercial and Tourist Commercial Districts. The Desert Southwest design theme shall be encouraged in the Office Commercial, Neighborhood Commercial,

Service Commercial and Community Industrial Districts. Project design shall not be incompatible in any area in which a Desert Southwest theme is required or encouraged.

Program 1.2.2
Streets will be constructed per standards established in the Circulation Plan when new projects are constructed or existing uses are intensified. Waiver of the requirements may only be made in developed areas where street improvements do not exist and when the proposed development will not result in increased traffic or alteration of drainage flows.

Program 1.2.3
Encroachment Permits and inspections will be required on all infrastructure improvements to ensure quality standards.

Program 1.2.4
Access and off-street parking shall be provided for all commercial, industrial and multi-family development.

Policy 1.3
Uses shall be located in a manner which will minimize conflict and mitigate impacts.

Program 1.3.1
Mixed uses shall be allowed only is specified districts.

Program 1.3.2
Commercial and Industrial Districts will be buffered from adjacent residential development.

Program 1.3.3
Home Occupation Permits shall be required for all business enterprises operated from residential districts, and only uses which will not detract from the residential character of the district shall be allowed.

Program 1.3.4
Industrial uses shall be confined to the industrial area within the City.

C. Goal #2

Development of a variety of high quality residential neighborhoods.

Purpose

The purpose of Goal #2 is to emphasize the importance of providing opportunity for a variety of residential development and provide housing opportunities for all City residents.

Policy 2.1

Schools, parks and recreation facilities shall be located near residential areas.

Program 2.1.1

The Planning Commission shall review all proposed public recreational facilities to ensure that their location is compatible with and convenient to residential districts.

Program 2.1.2

The City will provide comment to the Morongo Unified School District regarding expansion of existing, and location of proposed, school facilities.

Policy 2.2

Development shall ensure efficiency in circulation to and from residential Land Use Districts.

Program 2.2.1

In reviewing multi-family projects, comment will be sought from the Morongo Basin Transit Authority to facilitate development and the use of mass transit.

Program 2.2.2

The City will encourage development of Bikeways and bicycle parking facilities throughout the City with Bikeways connecting residential districts to schools, recreation facilities and commercial centers.

Program 2.2.3

The City will require on-site parking per established standards for new development and projects which intensify uses and/or increase traffic generation.

Program 2.2.4

The City will support the development of streets with area-wide and regional significance that will serve to divert traffic from Local Streets.

Policy 2.3
The City will provide housing opportunities suitable to all income levels.

Program 2.3.1
Density bonuses pursuant to Section 65915 of the California Government Code shall be provided as a means of encouraging the development and maintenance of affordable housing.

Program 2.3.2
The City will continue to provide ample areas of Multi Family Residential (RM) zoning as a means of advocating quality multiple-family developments where they are compatible with adjacent land uses.

Program 2.3.3
Development of mobile home parks shall be allowed in Multi Family Residential (RM) zones as a means of providing housing opportunities for all income levels.

D. Goal #3

The City will provide opportunity for commercial facilities offering a wide variety of goods and services.

Purpose

The purpose of Goal #3 is to enhance the level and quality of business activity by encouraging vibrant retail/commercial centers to meet the needs of local residents and visitors.

Policy 3.1

Create a strong commercial and social focal point in the Downtown area.

Program 3.1.1

The City will require construction of pedestrian friendly improvements such as sidewalks, directional signage, crosswalks, etc.

Program 3.1.2

Bicycle systems will be constructed to serve the Downtown area.

Program 3.1.3

A Desert Southwest design theme shall be encouraged in all commercial areas, and shall be required for all commercial areas in highly visible locations.

Policy 3.2

The Land Use Plan will allow for the creation of limited amounts of commercial development, in commercially designated districts, in or near residential areas.

Program 3.2.1

Commercial uses located adjacent to residential districts shall be buffered with the use of block screening walls or other suitable means.

Program 3.2.2

Only quiet, low-impact commercial uses shall be allowed in Neighborhood Commercial districts.

Program 3.2.3

Proposals for newly created Neighborhood Commercial districts shall only be approved after a finding has been made that adequate infrastructure is available or proposed for the use.

Program 3.2.4

The City shall encourage the development of a mixture of land uses in the Office Commercial district to integrate commercial and residential uses.

E. Goal #4

The City shall encourage development of the industrial park.

Purpose

The purpose of Goal #4 is to identify the need for industrial development to expand employment opportunities in the City

Policy 4.1

The City shall provide adequate sites for industrial activities.

Program 4.1.1

The City will encourage the development of clean non-polluting industrial uses and regulate industrial development in accordance with performance standards and adequate safeguards to ensure the health, safety and welfare of the surrounding population with emphasis on preserving the community air quality.

Program 4.1.2

The Development Code shall allow for a wide variety of commercial and non-polluting industrial uses as a means of encouraging development of the industrial park.

Policy 4.2

Industrial uses shall be separated from residential Land Use Districts.

Program 4.2.1

In reviewing all industrial projects, the City shall ensure that industrial land uses are located so as to be compatible with surrounding land uses and the circulation system.

Program 4.2.2

Industrial areas shall be adjacent to either Service Commercial or Rural Living Land Use Districts.

Program 4.2.3

Residential development shall be prohibited in industrial zones.

F. Goal #5

The City will be environmentally sensitive and all land uses shall minimize adverse environmental impacts and shall maintain and enhance existing natural resources.

Purpose

The Purpose of Goal #5 is to ensure that all land use decisions are environmentally conscious and that environmental impacts are avoided to the extent possible.

Policy 5.1

Preservation of the community's clean and healthful air will be a priority when considering discretionary projects.

Program 5.1.1

Projects which do not utilize the best available control technology to prevent air pollution shall be denied by the City.

Policy 5.2

The City shall preserve the existing night sky as a community resource.

Program 5.2.1

The City will regulate private and public lighting in a manner that perpetuates the view of the stars in the evening.

Program 5.2.2

In approval of projects, lighting shall be required to be the minimum necessary for security and safety purposes.

Program 5.2.3

All outdoor lighting shall be shielded to protect adjacent and nearby residential districts and public rights-of-way.

Policy 5.3

The City shall take all necessary steps in project approval and in issuance of Building Permits to ensure that erosion is minimized.

Program 5.3.1

The City will require adequate drainage facilities with an emphasis on design facilities which will maintain the adequate floodway in as natural drainage condition as possible.

Program 5.3.2

Prior to issuance of grading permits, the City shall ensure that the approval will not adversely affect the integrity of hillside topography, destroy prominent ridge lines, or hillside features.

Program 5.3.3
Grading permits may be issued prior to approval of a development only in cases where the grading plan clearly demonstrates that grading would not unnecessarily destroy natural growth of desert vegetation.

Program 5.3.4
Hillside developments will follow the natural contour of the land and minimize the amount of land alteration.

Program 5.3.5
Desert vegetation shall be required on all commercial, institutional, and industrial development.

G. Goal #6

Consideration shall be given to air quality issues in the preparation of environmental documents for all projects proposed for development.

Purpose
The purpose of Goal #6 is to ensure that air quality is protected and that development will occur in a manner which is supportive of regional air quality policies.

Policy 6.1
During project review, the City will evaluate air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

Program 6.1.1
An analysis of potential conflicts in air quality, land use, transportation, and economic viability shall be conducted as part of the review of environmental document prepared for all future development.

Chapter II

Circulation Plan

Planning Commission Public Hearing
October 16, 2001

City Council Public Hearing/Adoption
October 23, 2001

Section I
VISION

In the year 2020, the City of Twentynine Palms will have a transportation network which provides for the safe and efficient movement of people and goods through and within the Community.

Safety, efficiency, energy conservation and community aesthetics will be priorities in the development and implementation of circulation systems. Safety considerations will be of the highest priority in all decisions. Efficiency, energy conservation and community aesthetics will be accomplished through the City's long-range planning and the consistent application of established standards.

Section II
PURPOSE

The purpose of the Circulation Plan is to establish a standard for the development and improvement of the transportation network and a long-range plan which ensures the community vision. Goals, policies, and programs established in the Plan are to be implemented to ensure the orderly development of effective circulation systems in the twenty year period from adoption through the year 2020.

The plan is intended to be responsive to the objectives of the City in planning for its future growth, while at the same time addressing existing problems. The Circulation Plan provides general policy which will serve to guide the development and improvement of the circulation system. Transportation decisions which affect other agencies, such as the Marine Corps Air Ground Combat Center (MCAGCC), Joshua Tree National Park, the State of California Department of Transportation (Caltrans) and the County of San Bernardino, will be coordinated to ensure compatibility of development.

Section III
EXISTING CONDITIONS

A. Twentynine Palms Highway

Twentynine Palms Highway (State Route 62) serves as the transportation backbone of the City and the entire Morongo Basin, linking metropolitan Southern California with the Colorado River area and Parker, Arizona. Twentynine Palms Highway carries significant volumes of truck and recreational traffic as well as military convoys. In addition to the residential population of the City, visitors to the Joshua Tree National Park, the Marine Corps Air Ground Combat Center (MCAGCC), and the Colorado River, generate substantial traffic on Twentynine Palms Highway. It is classified as an Expressway from the westerly City limits to Lear Avenue and east of Utah Trail. Between Lear Avenue and Utah Trail, its classification is Arterial. Section V below provides specific detail on the classifications.

Maintenance of Twentynine Palms Highway— the only state highway in the City— is provided by Caltrans. The federal functional classification for Twentynine Palms Highway, from the junction with I-10 to the junction with State Route 247 in Yucca Valley, is *P1M*, or *Extension of Rural Minor Arterial into Urban Areas*. From State Route 247 to the Arizona state line, including throughout the City of Twentynine Palms, the federal functional classification is *Minor Arterial*. Twentynine Palms Highway is included in the Federal Surface Transportation Assistance Act (STAA) national network for oversize trucks, designated as a State Highway Terminal Access Route.

Twentynine Palms Highway is classified in the Interregional Road System (IRRS) as an *Other Priority Route*. Because of this classification, it is designated by Caltrans as a "maintain only" route for its entire length. This designation results in operational and safety improvements only, and Caltrans' funding for major facility improvements is not considered imminent.

The only operational improvement planned by Caltrans is the signalization of Twentynine Palms Highway at Larrea Avenue. Caltrans planning has this project programmed for spring of 2003. The City is working with Caltrans on a project to widen Twentynine Palms Highway, to create a continuous turn lane, between Encelia Avenue and Canyon Road. Plans for the project have been prepared and construction is anticipated to commence in 2003.

From Interstate 10 to Lear Avenue, Twentynine Palms Highway is designated as part of the National Highway System. As such, it is included in the Strategic Highway Corridor Network (STRAHNET) as a *Connector*, and serves as a vital route in the national defense network serving the Marine Corps Air Ground Combat Center.

B. East/West Movement

Key east/west routes within the City are:

- Twentynine Palms Highway
- Two Mile Road
- Amboy Road
- National Park Drive
- Indian Trail

With the world's largest Marine Corps base to the north of the City, and the Joshua Tree National Park along the City's southern border, ease of east/west vehicular movement is vital. The presence of these two entities, and the resulting absence of vehicular movement beyond the City's northerly and southerly limits, causes east/west traffic to compress within the City.

The development of alternative east/west routes is critical in the City's long term development potential. Such routes will separate local from regional traffic on Twentynine Palms Highway, alleviate congestion and provide efficiency in circulation to accommodate anticipated growth.

Caltrans considers development of the Amboy Road Bypass good planning and has identified acquisition of right-of-way for the parallel corridor as a matter of extreme importance. Development of the Amboy Road Bypass, depicted in Exhibit A, relies on new construction commencing in the vicinity of Mantonya Road, in a northeasterly direction from Twentynine Palms Highway connecting to Amboy Road. To meet Caltrans criteria as a (future) state highway, the roadway will be constructed to the Bypass standard shown in Exhibit D of the Circulation Plan. Access would only be at half-mile intervals, and structures would be oriented toward side streets and parallel routes as shown Exhibit A-1. The bypass route would reconnect to Twentynine Palms Highway, east of the City. The precise alignment/location of the bypass is not identified, this effort will be coordinated with Caltrans and the County of San Bernardino.

Additional east/west efficiency can be accomplished through upgrading existing parallel routes; this is especially critical in the downtown area where east/west movement is, at times, inhibited by congestion. In this regard, enhancement of Joshua Drive and Cactus Drive can result in benefits to the downtown area.

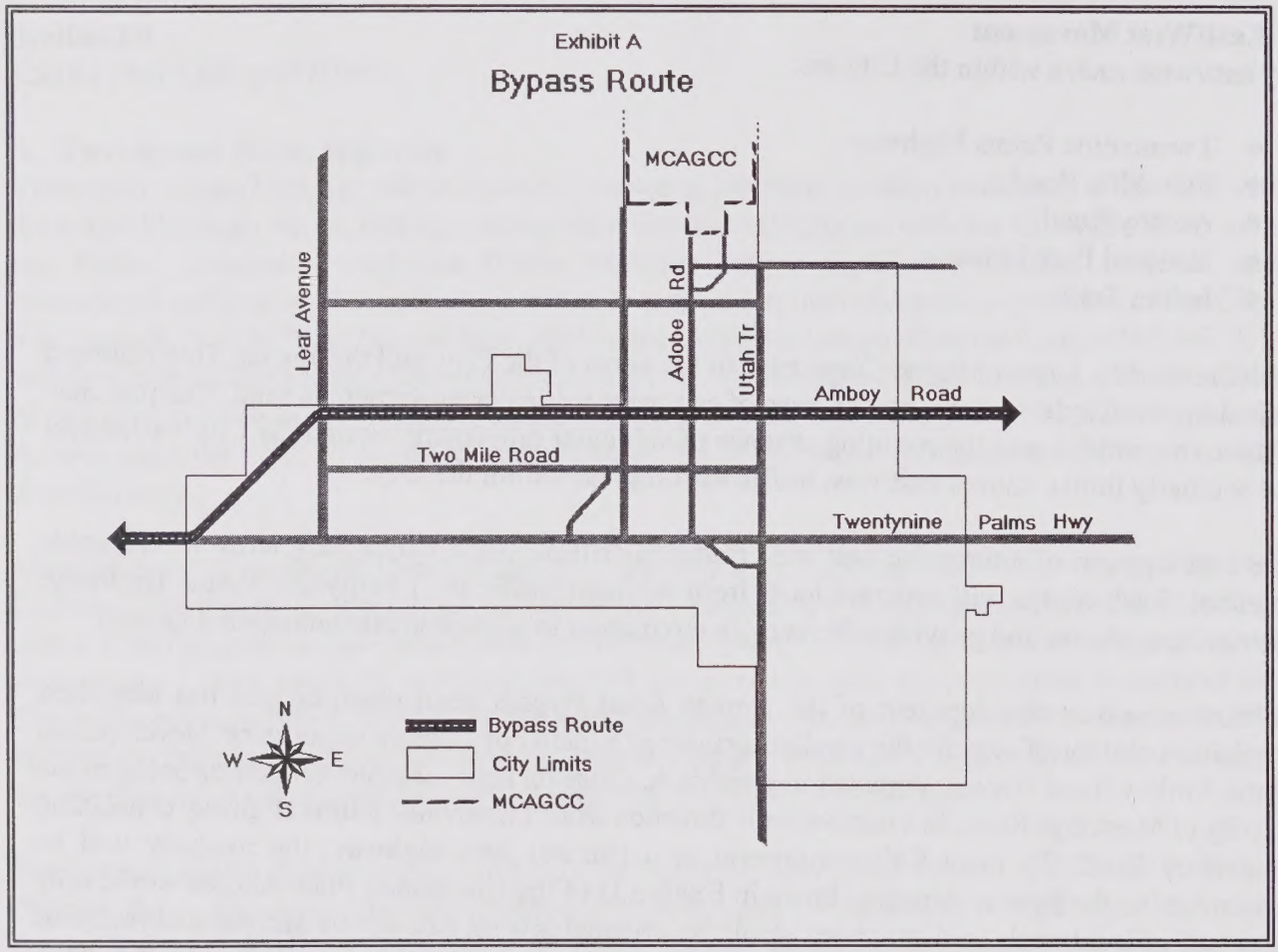
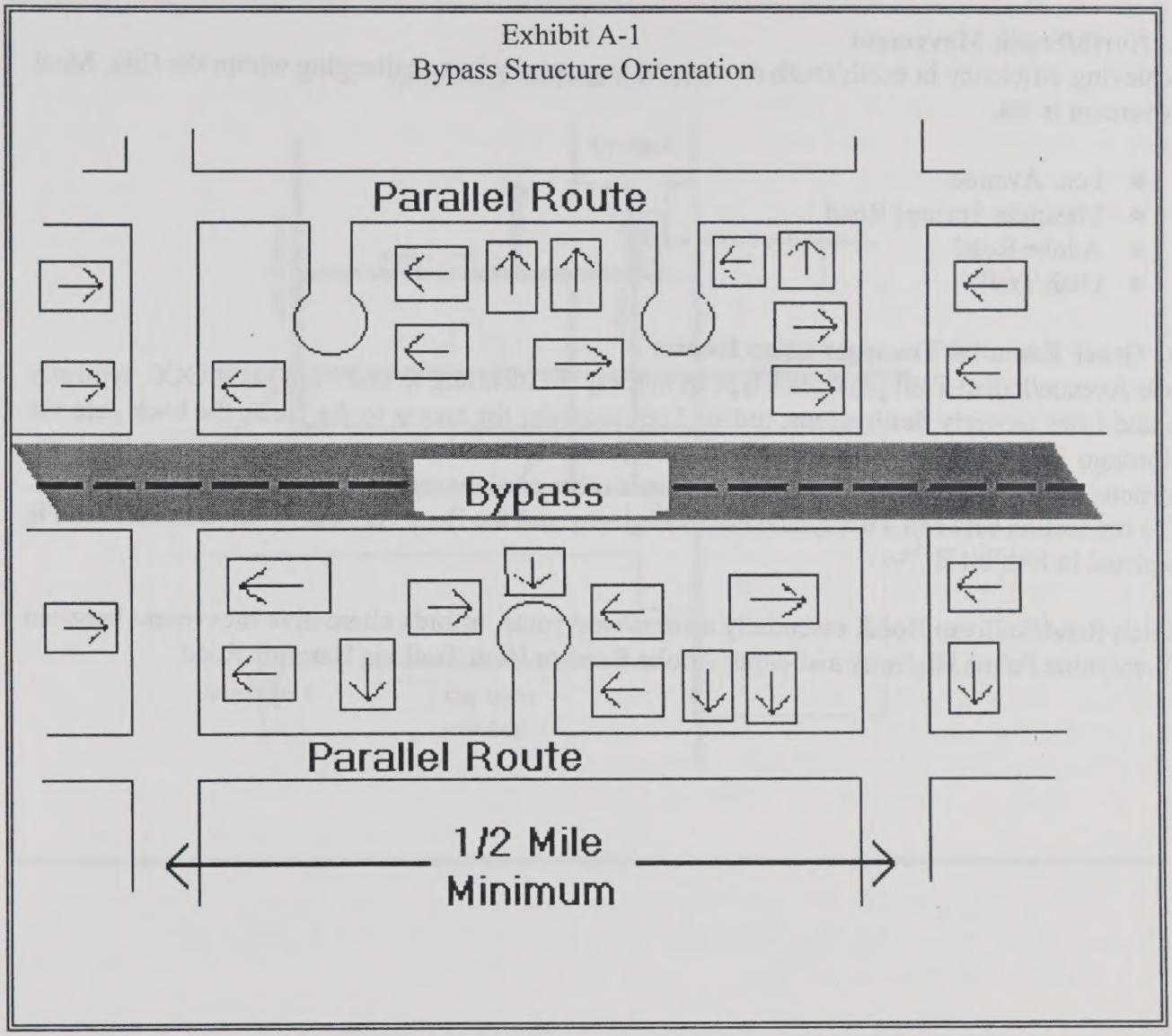


Exhibit A
Bypass Route
MCAGCC
Lear Avenue
Rd
Adobe
Utah Tr
Amboy Road
Two Mile Road
Twentynine Palms Hwy
N
W
E
S
Bypass Route
City Limits
MCAGCC

Exhibit A-1
Bypass Structure Orientation



Expansion and development of additional east/west routes, beyond downtown, is also essential. Increased utilization of Hatch/Sullivan Road and Larrea Avenue, will provide relief of congestion on Twentynine Palms Highway. Additionally, Two Mile Road as an alternative east-west route is identified as a high priority and its extension west of Sunrise Road to Lear Avenue is planned for completion in 2001.

C. North/South Movement

Achieving efficiency in north/south movement is generally less challenging within the City. Most movement is via:

- Lear Avenue
- Mesquite Springs Road
- Adobe Road
- Utah Trail

D. Other Essential Transportation Routes

Lear Avenue/Indian Trail provides a type of beltway for traveling to and from MCAGCC, typically to and from westerly destinations. Indian Trail provides for access to the Base; the back gate via Morongo Road and the main gate via Adobe Road. Portions of these roadways are in the City, portions are in the City's Sphere of Influence and other portions are beyond the Sphere of Influence. The connection between Twentynine Palms Highway and the Base via Lear Avenue/Indian Trail is depicted in Exhibit B.

Hatch Road/Sullivan Road, essentially an east/west route, affords alternative movement between Twentynine Palms Highway and either Adobe Road or Utah Trail via Baseline Road.

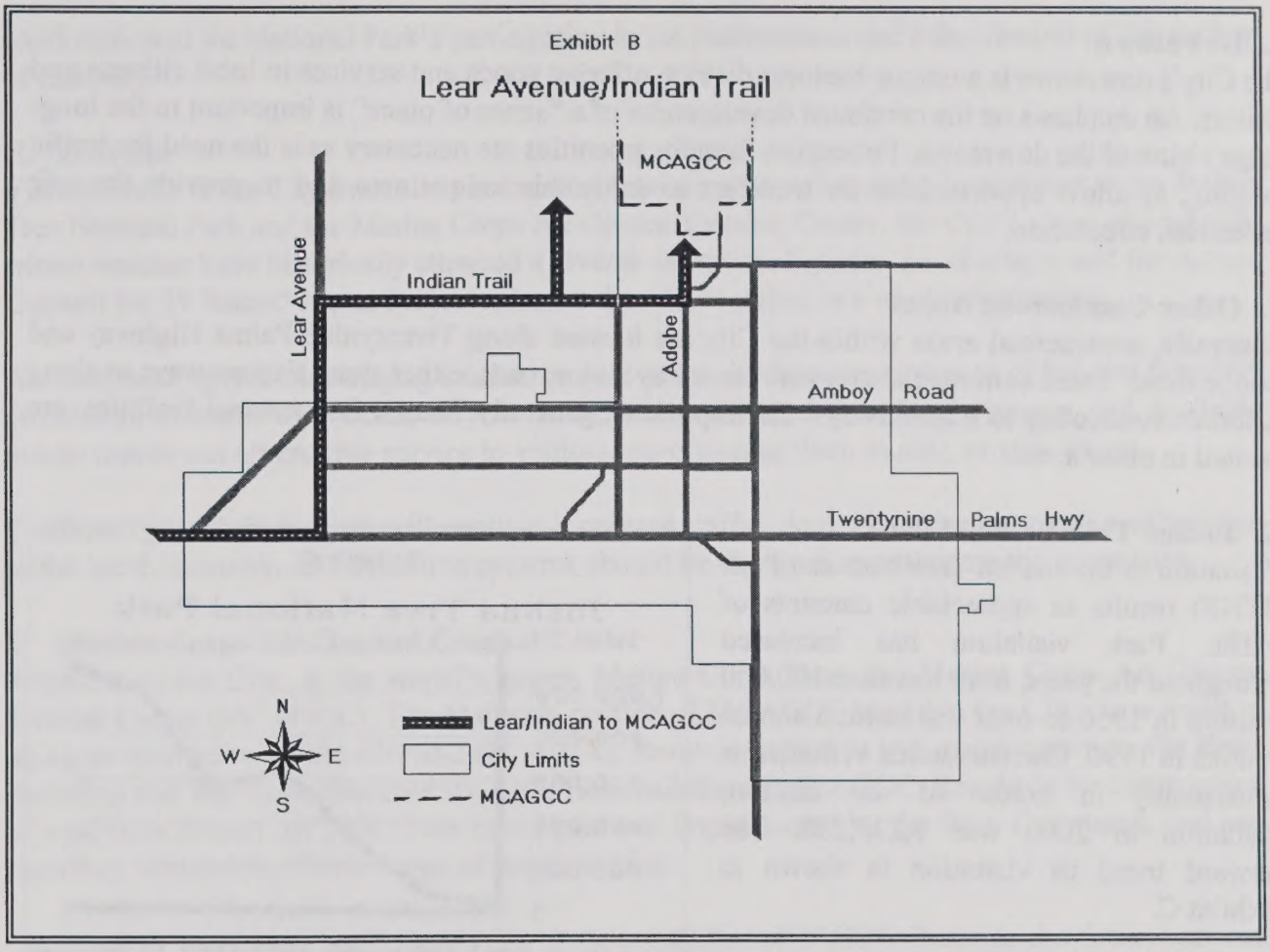


Exhibit B
Lear Avenue/Indian Trail
MCAGCC
Lear Avenue
Indian Trail
Adobe
Amboy Road
Twentynine Palms Hwy
N
W
E
S
Lear/Indian to MCAGCC
City Limits
MCAGCC

E. Downtown

The City's downtown is a unique business district, offering goods and services to local citizens and visitors. An emphasis on the continued development of a "sense of place" is important to the long-range vision of the downtown. Pedestrian friendly amenities are necessary as is the need for traffic calming, to allow opportunities for travelers to enjoy this unique area and to provide for safe pedestrian circulation.

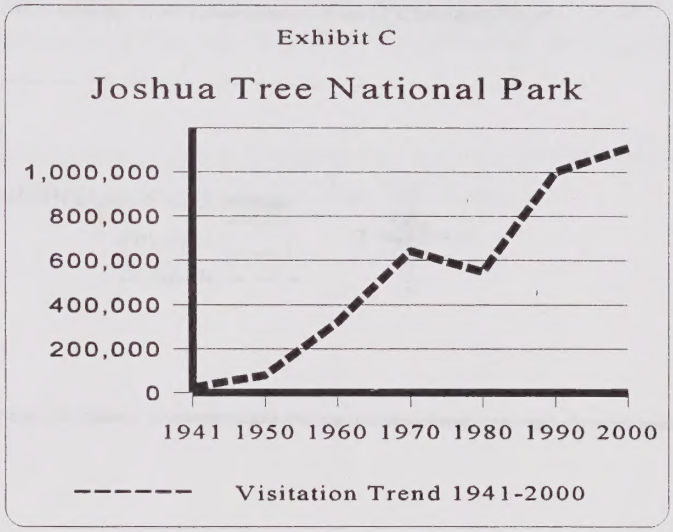
F. Other Commercial Areas

Generally, commercial areas within the City are located along Twentynine Palms Highway and Adobe Road. These commercial areas are served by major roads, either along Expressways or along Arterials connecting to Expressways. Small pockets, generally Tourist Commercial facilities, are located in other areas.

G. Joshua Tree National Park

Visitation to the Joshua Tree National Park (JTNP) results in appreciable amounts of traffic. Park visitation has increased throughout the years, from less than 100,000 visitors in 1950 to over one million annual visitors in 1990. Current annual visitation is consistently in excess of one million; visitation in 2000 was 1,238,258. The upward trend in visitation is shown in Exhibit C.

Exhibit C



Current JTNP estimates are 2.7 persons per vehicle. Based on this, the Park generates about 450,000 vehicle trips per year.

However, not all Park visitors enter the Park through the City of Twentynine Palms. There are three primary entries to the Park which are staffed with Park personnel, and one of them (Utah Trail) is located in the City. There are several secondary entry points to the Park, two of which are located in the City; Fortynine Palms Canyon via Canyon Road, and Indian Cove Road leading to Indian Cove Campground. The Joshua Tree National Park Headquarters is located in the City at the southwest corner of Utah Trail and National Park Drive. According to the 1991 Visitor Services Project, 42% of all Park visitors come to the visitor's center at the Park Headquarters.

Based on available information, approximately 189,000 (42% of 450,000) vehicle trips are generated annually by the Park Headquarters.

The bulk of traffic on Canyon Road, south of Twentynine Palms Highway, is a result of visitation to Fortynine Palms Canyon. For this reason, the National Park Service has provided some maintenance of Canyon Road south of Cottonwood Drive. It is the City's policy to encourage

continuation of the National Park's participation in the maintenance and enhancement of this section of roadway.

H. Tourism

Visitors come to the City from all over the world, for a variety of reasons. In addition to the Joshua Tree National Park and the Marine Corps Air Ground Combat Center, the City's clean air and mild winter weather have historically attracted a diverse selection of guests. Art displays, and the Action Council for 29 Palms' Mural Project enhance the City's vision as a tourist destination.

Accommodating and encouraging tourism growth can result from development of "visitor friendly" circulation systems. Sidewalks, bicycle paths, tourist-oriented directional signage, and available public transit can all provide service to visitors, encouraging them to stay, or stay longer.

Continued growth in tourism will result in increased traffic. And, given the importance of tourism to the local economy, all circulation systems should be designed to anticipate this expansion.

I. Marine Corps Air Ground Combat Center

Adjacent to the City, is the world's largest Marine Corps Base, the Marine Corps Air Ground Combat Center (MCAGCC). The Mainside portion of MCAGCC is within the City. As a result of an agreement between the City and MCAGCC, street construction and maintenance on the Base, including that portion within the City, is the responsibility of MCAGCC. Standards for construction of roadways aboard MCAGCC are developed and implemented by the Base Command, and are, therefore, beyond the City's scope of responsibility.

Considerable volumes of traffic in the City are generated by MCAGCC. Because circulation between MCAGCC and the City is critical to the development of functional transportation systems, the City's transportation planning will include consideration of impacts resulting from traffic generated by MCAGCC.

Military convoys route traffic along Lear Avenue and Indian Trail, causing impacts to the roadways. The City will seek assistance where possible from MCAGCC to offset degradation of Lear Avenue and Indian Trail caused by military convoys.

J. Emergency Response

Fire protection is provided by the Twentynine Palms Fire Department, a division of the Twentynine Palms Water District. The Department operates two stations, one within the City just south of Twentynine Palms Highway on the west side of Adobe Road, and the other located near the intersection of Lear Avenue and Indian Trail. Both facilities have immediate access to the Expressway/Arterial grid.

Police services are provided through contract with the San Bernardino County Sheriff's Department. Service is provided from the Morongo Basin station in Joshua Tree and Sheriff's Department personnel are provided a satellite office at Twentynine Palms City Hall on Adobe Road.

Emergency medical response is provided by the Morongo Basin Ambulance, a non-profit organization licensed through the County of San Bernardino as an ambulance provider. MBA is the provider for medical aid and ambulance service in the City for response to 911 calls. Service is dispatched from Joshua Tree, but MBA has a satellite station on Adobe Road, south of Twentynine Palms Highway.

K. Industrial Areas

Two areas within the City are zoned for industrial use. They are the Baseline Industrial Area and the Mojave Industrial Area.

Baseline Industrial Area is located along the north and south side of Baseline Road, east of Wilshire Avenue. It is served by Baseline Road which connects to two Arterials, Utah Trail and Wilshire Avenue, linking the industrial area to Twentynine Palms Highway.

The Mojave Industrial Area is south of Twentynine Palms Highway at Mojave Road. Access is either directly to Twentynine Palms Highway or via Mojave Road.

Twentynine Palms Highway is part of the City's designated Truck Routes, as are those portions of Baseline Road and Wilshire Avenue which serve the industrial areas.

Section IV
REGIONAL ISSUES

A. Regional Coordination

Local circulation decisions impact regional transportation and vice versa. While the City does not directly cause improvements to or development of regional expressways outside the City, it can, nonetheless, coordinate local planning with the San Bernardino Associated Governments (SANBAG), the Town of Yucca Valley, County of San Bernardino, and Caltrans. In coordinating planning efforts, the City and other jurisdictions can develop a common vision of the regional needs of the Morongo Basin.

Development of alternate east/west routes, as discussed above, is an important component in the long range growth of a functional circulation system. Additionally, from a regional perspective, an east/west route, linking the northern portion of the City with State Route 247, will provide great benefits to the City. Such a route could provide a more direct access between the City and destinations to the north and west, and thus reduce traffic on Twentynine Palms Highway. One potential route, from east to west, is Indian Trail to Lear Avenue, north to Winters Road, west to Border Avenue, north to Reche Road, connecting to State Route 247 in Landers. Development of this, or other such routes, are considered long-term in nature but decisions affecting regional transportation can be made with this goal in mind.

Regional coordination is essential to the successful implementation of the Circulation Plan. Successful development of roadway system improvements to adequately accommodate build-out traffic flows, includes development of roadways outside the City's jurisdiction. The City will cooperate in the coordination of alternative routes and provide input in their development.

B. Caltrans

Caltrans carries out transportation planning efforts for all State highways. They plan improvements and maintain Twentynine Palms Highway through the City. Caltrans' continued development of Twentynine Palms Highway is critical to the City's circulation system. However, as noted previously, Twentynine Palms Highway is designated by Caltrans as a "maintain only" route and major facility improvements are not planned at this time.

C. Morongo Basin Transit Authority

Morongo Basin Transit Authority (MBTA) is the provider of public transit service for the Morongo Basin, including the City of Twentynine Palms. MBTA is created by a joint powers agreement entered into by the City of Twentynine Palms, the Town of Yucca Valley, and the County of San Bernardino. The MBTA's mission is to provide coordinated transportation services to the people of the Morongo Basin.

Service is available to all citizens within the City, either through Neighborhood Routes, the Highway Route, or the Ready Ride curb-to-curb service.

- Neighborhood Routes bring customers to commercial centers and/or connect them to transfer locations. These shuttles can deviate up to ¾ of a mile to offer curb-to-curb service for passengers who cannot walk or otherwise get to the established route.
- The MBTA Highway Route provides service to/from the Palm Springs area, with stops at MCAGCC, Twentynine Palms, Joshua Tree, and Yucca Valley.
- Curb-to-curb service is available for seniors and disabled persons through the Ready Ride system, allowing for advance reservation or subscription service for which the customer is picked up at a regularly scheduled time.

Use of public transit within the City has increased dramatically recently. Between 1995 and 1999, ridership increased from 21,165 riders to 41,829 riders, a 97% increase.

MBTA is developing new ways to improve its service. Planned improvements include bus shelters and benches to shield customers from the sometimes harsh desert weather, and extended Saturday and Sunday service for its Neighborhood Routes and Ready Ride. A new administrative/maintenance facility is planned for completion in May of 2001. The new facility, located in Joshua Tree, will feature a compressed natural gas (CNG) fast fill fueling station. The addition of the CNG station will allow for expansion of the MBTA alternative fuel fleet, and will be available to public agencies and the general public.

Development of new facilities and services will encourage increased use of public transit. Increased use of public transit provides benefits to the City in terms of reduced air pollution and decreased traffic congestion.

D. San Bernardino County Associated Governments

The San Bernardino County Associated Governments (SANBAG) is responsible for county-wide transportation planning. Acting as the San Bernardino Transportation Agency, SANBAG distributes funding from the State of California for highway improvements. SANBAG also acts as the Congestion Management Agency which administers the local and regional Congestion Management Program as required under Proposition 111.

E. Southern California Association of Governments

The Southern California Association of Governments (SCAG) is responsible for preparing regional air quality management and mobility plans for Southern California which includes San Bernardino County. These plans have far reaching effects on the transportation practices and habits of all Southern Californians, as well as local and regional governments.

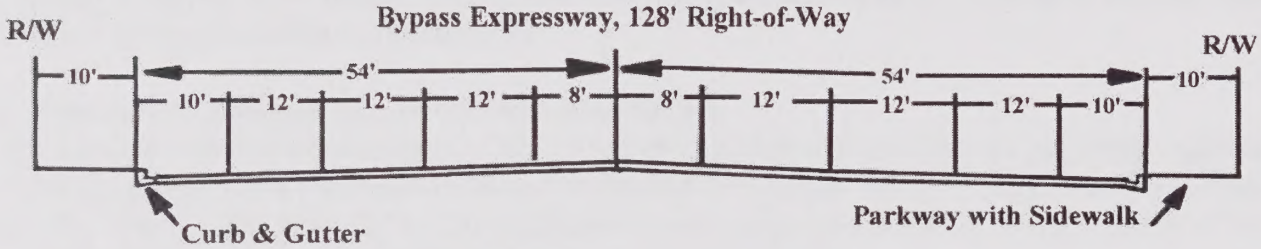
Section V
STREET CLASSIFICATION SYSTEM

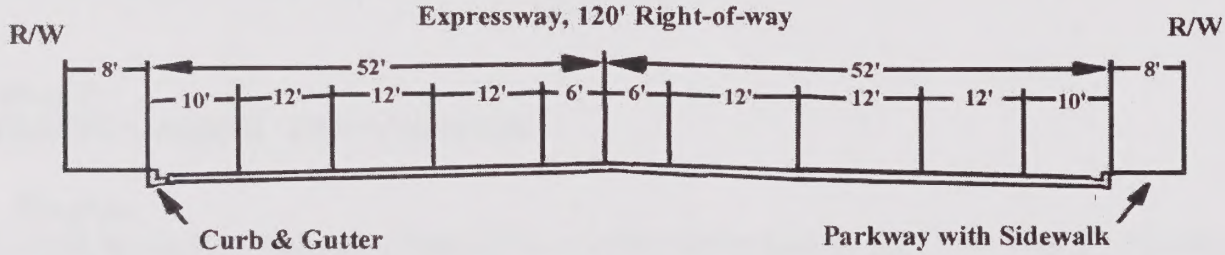
A. Purpose

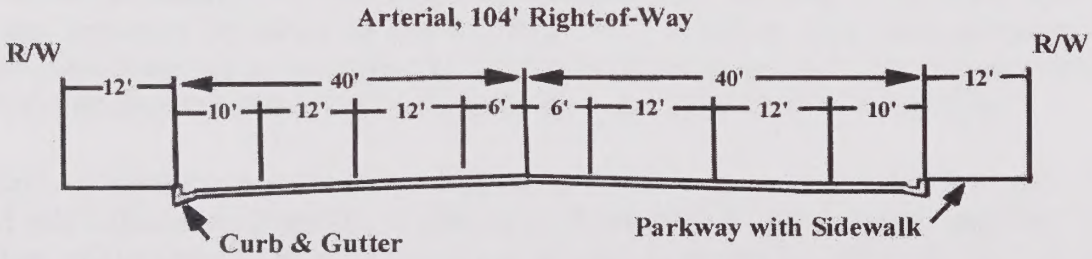
The classification of a roadway is intended to establish its function or role in the overall circulation system. It establishes standards for streets based on their purpose, in relation to movement of through traffic versus provision of access to adjacent land uses. Roadway classifications range from Expressways with control of access, high speed/high volume traffic and emphasis on longer-distance travel, to local streets with access to fronting properties, low speed/low volume traffic.

Construction standard cross-sections are depicted in Exhibit D. As development occurs, or as residential subdivisions are proposed, construction of roadways to the standards specified in the General Plan will be required where necessary to adequately protect the public health, safety and welfare.

EXHIBIT D
Right-of-way Standards







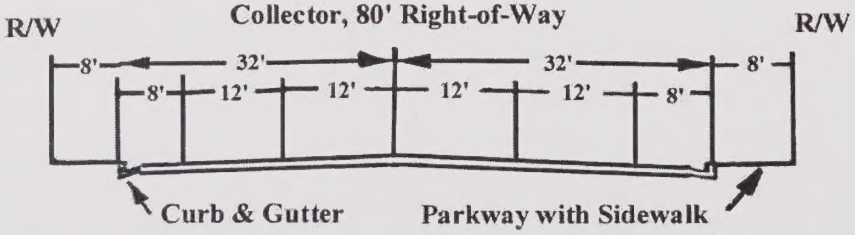
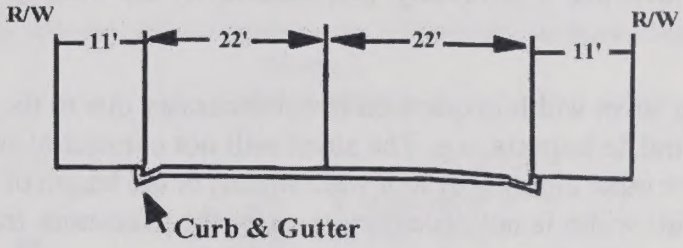
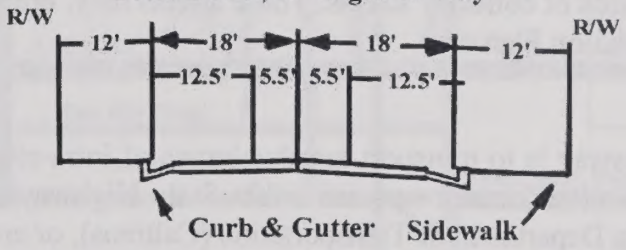


EXHIBIT D
Right-of-way Standards (continued)

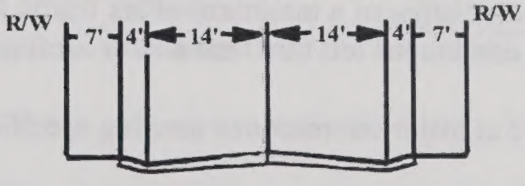
Local Industrial Street, 66' Right-of Way



Local Street, 60' Right-of-Way



Local Rural Street, 50' Right-of-Way



B. General Street Rule

Half-street dedication along section, half-section, quarter section and three-quarter section lines shall be a minimum of forty (40) feet in width unless designated higher on the Circulation Plan map and shall be required as a condition of development or as a standard of any public street project. This requirement may be reduced to thirty (30) feet under the following circumstances:

1. The modification will not adversely effect the health, safety and welfare of the Community;

2. Neither the improvements being waived nor the modifications authorized would delete improvements which are a necessary prerequisite to the orderly development of the surrounding area;

3. The forty (40) foot street width in question is not necessary due to the street function being limited to minor traffic impacts. e.g. The street will not connect to two other expressway, arterial, collector or other eighty (80) foot wide streets; or the length of the street is relatively short where the full width is not necessary to carry the maximum traffic expected for the street;

4. All eighty (80) foot streets when established will be considered collector streets and be subject to the standards of collector streets. These streets may, but need not necessarily, be shown on the Circulation Plan map.

C. Expressways

The function of an Expressway is to transport large volumes of intra-city traffic or to distribute traffic to the Arterial network. These streets are either State Highways, which are owned and maintained by the California Department of Transportation (Caltrans), or are developed by the City with the intent that Caltrans will adopt them as State Highways in the future as demand warrants.

Expressway Standards.

1. A 120-foot right-of-way consisting of a minimum of six traffic lanes, two 10-foot parking lanes and a 12-foot wide continuous left turn lane and/or median strip.

2. Traffic signals are located at major intersections meeting specified warrants.

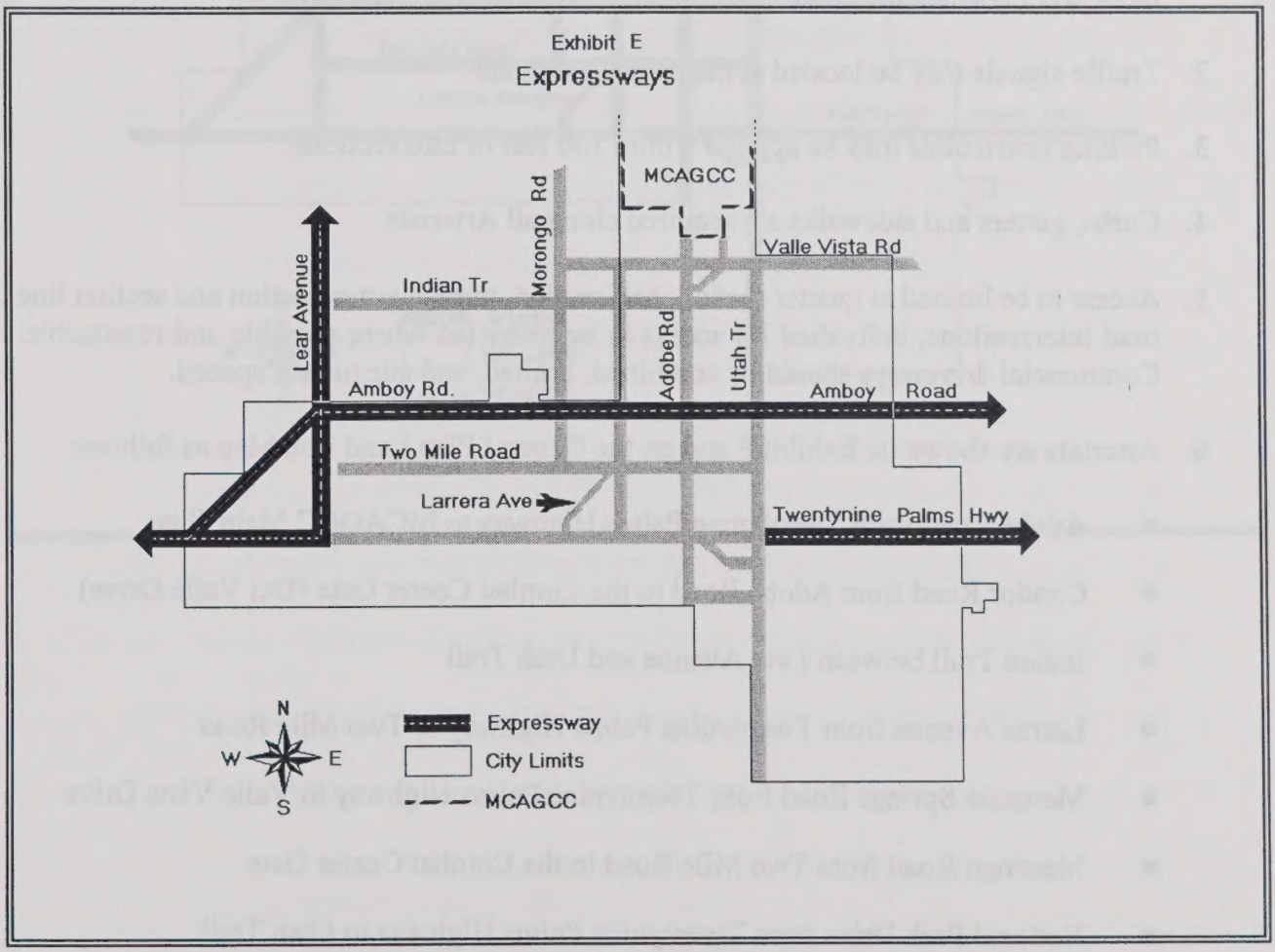
3. Parking restrictions generally apply within 100 feet of intersections.

4. Curb, gutters and sidewalks are required along all Expressways.

5. Limited Access, preferably intersections on Section Lines as the ideal limitation; intersections on half-sections as generally acceptable; and intersections on quarter-sections or three quarter-sections as minimally tolerable. Individual lot access is to be prohibited where legally possible.

6. Expressways are shown in Exhibit E and on the General Plan Land Use Map as follows:

- Amboy Road from where it enters the Community on the east extending west to join with Twentynine Palms Highway at the approximate vicinity between Mantonya Road and Midway Road
- Lear Avenue from Twentynine Palms Highway north to Winters Road
- Twentynine Palms Highway (State Route 62) between the westerly City limits and Lear Avenue and between Utah Trail and the City's easterly limits.



D. Arterials

Arterials transport large volumes of intra-city traffic. An Arterial provides circulation within a defined geographic area, providing access and connections between other Arterials and/or Expressways. These streets distribute traffic to Collectors within the City and provide efficient access to nearby destinations. Some vehicles may use Arterials as through routes, but the primary function of an Arterial is to route local traffic from Expressways to their destination and vice versa.

Arterial Standards:

1. A 104-foot wide right-of-way consisting of a minimum of four traffic lanes, two parking lanes and 12-foot wide continuous left turn lane and/or median strip.

2. Traffic signals may be located at major intersections.

3. Parking restrictions may be applied within 100 feet of intersections.

4. Curbs, gutters and sidewalks are required along all Arterials.

5. Access to be limited to quarter section, half-section, three-quarter-section and section line road intersections, individual lot access to be restricted where possible and reasonable. Commercial driveways should be combined, limited, and adequately spaced.

6. Arterials are shown on Exhibit F and on the General Plan Land Use Map as follows:

    - Adobe Road from Twentynine Palms Highway to MCAGCC Main Gate
    - Condor Road from Adobe Road to the Combat Center Gate (Del Valle Drive)
    - Indian Trail between Lear Avenue and Utah Trail
    - Larrea Avenue from Twentynine Palms Highway to Two Mile Road
    - Mesquite Springs Road from Twentynine Palms Highway to Valle Vista Drive
    - Morongo Road from Two Mile Road to the Combat Center Gate
    - National Park Drive from Twentynine Palms Highway to Utah Trail
    - Twentynine Palms Highway between Lear Avenue and Utah Trail
    - Two Mile Road from Lear Avenue to Utah Trail
    - Utah Trail from Joshua Tree Park Gate to Valle Vista Road
    - Valle Vista Road from Morongo Road to Bullion Mountain Road

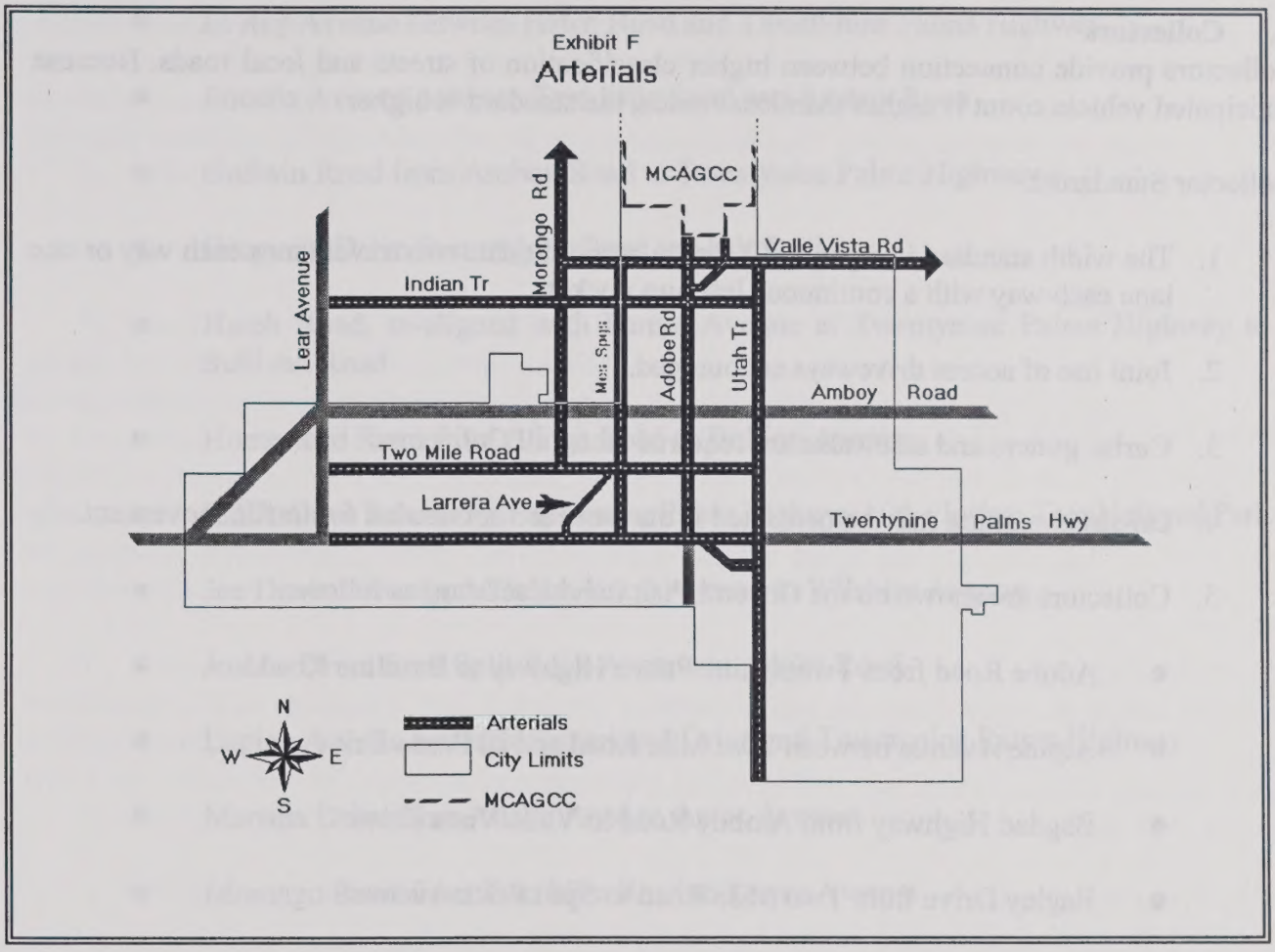


Exhibit F
Arterials
MCAGCC
Morongo Rd
Valle Vista Rd
Indian Tr
Lear Avenue
Mesa Spgs
Adobe Rd
Utah Tr
Amboy Road
Two Mile Road
Larrera Ave
Twentynine Palms Hwy
N
W
E
S
Arterials
City Limits
MCAGCC

E. Collectors

Collectors provide connection between higher classification of streets and local roads. Because anticipated vehicle count is higher than local roads, the standard is higher.

Collector Standards:

1. The width standard is eighty (80) feet to accommodate two travel lanes each way or one lane each way with a continuous left turn pocket.

2. Joint use of access driveways encouraged.

3. Curbs, gutters and sidewalks are required along all Collectors.

4. On-street parking may be permitted if the lanes are not needed for traffic movement.

5. Collectors are shown on the General Plan Land Use Map, as follows:

   - Adobe Road from Twentynine Palms Highway to Baseline Road
   - Alpine Avenue between Two Mile Road and El Paseo Drive
   - Bagdad Highway from Amboy Road to Valle Vista Drive
   - Bagley Drive from Two Mile Road to Split Rock Avenue
   - Baseline Road from Adobe Road to Mojave Road
   - Buena Vista Drive from Adobe Road to Split Rock Avenue
   - Bullion Mountain Road from Valle Vista Road to Baseline Road
   - Bullion Avenue from Old Dale Road to Twentynine Palms Highway
   - Cactus Drive from Bullion Avenue to Adobe Road
   - Canyon Road from Two Mile Road to the Joshua Tree Park
   - Desert Knoll Avenue from Twentynine Palms Highway to Amboy Road
   - El Paseo Drive from Mesquite Springs Road to Bagley Avenue
   - El Paseo Drive from Sunrise Road to Morongo Road

- El Rey Avenue between Hatch Road and Twentynine Palms Highway
- Encelia Avenue between Two Mile Road and Amboy Road
- Godwin Road from Amboy Road to Twentynine Palms Highway
- Gorgonio Drive from Adobe Road to Utah Trail
- Hatch Road, re-aligned with Larrea Avenue at Twentynine Palms Highway to Sullivan Road
- Homestead Road from Adobe Road to Bullion Avenue
- Indian Cove Road from Twentynine Palms Highway to the Joshua Tree National Park
- Joe Davis Drive from Desert Knoll Avenue to Wilshire Avenue
- Joshua Drive from Split Rock Avenue to Adobe Road
- Lupine Avenue between Samarkand Drive and Twentynine Palms Highway
- Manana Drive from Adobe Road to Aztec Avenue
- Morongo Road from Two Mile Road to Larrea Avenue
- Old Dale Road from Bullion Avenue to Adobe Road
- Pinto Mountain Road from Valle Vista Road to Twentynine Palms Highway
- Samarkand Drive between Encelia Avenue and Morongo Road
- Split Rock Avenue from El Paseo Drive to Foothill Drive
- Sullivan Road from Hatch Road to Adobe; from Elk Drive to the west City Limits and from Utah Trail to Wilshire Avenue
- Sunnyslope Drive between Encelia Avenue and Larrera Avenue
- Sunrise Road from Twentynine Palms Highway to Amboy Road
- Tamarisk Avenue from Bagley Avenue and Old Dale Road
- Wilshire Avenue from Baseline Road to Joe Davis Drive

6. Half-street dedication along section, half-section, quarter section and three-quarter section lines shall be developed to the Collector standard unless designated higher on the Circulation Plan map and shall be required as a condition of development or as a standard of any public street project. This requirement may be reduced to the Local Street standard under the following circumstances:

   a. The modification will not adversely effect the health, safety and welfare of the Community;

   b. Neither the improvements being waived nor the modifications authorized would delete improvements which are a necessary prerequisite to the orderly development of the surrounding area;

   c. The width is not necessary due to the street function being limited to minor traffic impacts, and the street will not connect to two other Expressways, Arterials, or Collectors.

F. Local Streets

A Local Street provides direct access to abutting properties and transports traffic from these properties to higher volume, higher speed roadways. Local Streets are not designed nor intended to carry through traffic. Streets not designated as Expressways, Arterials, or Collectors, are Local Streets or Rural Local Streets.

Local Street Standards:

1. A 60-foot right-of-way with two traffic lanes and two parking lanes, curbs and gutters.

2. The Local Street standard is applicable to all streets not classified as Expressways, Arterials or Collectors, and those not eligible to be classified as Local Rural Streets. Curbs, gutters and sidewalks are required along all Local Streets in commercial zones. In residential zones, curbs and gutters are required along all Local Streets if the zoning density exceeds one dwelling unit per acre. Additionally, sidewalks are required along all Local Streets in residential zones where zoning density exceeds three dwelling units per acre.

3. On street parking may be allowed.

4. Local Streets will not be identified in the text nor shown on the Circulation Plan Map.

G. Local Rural Streets

An alternative, reduced improvement standard, Local Rural Street standard, may be used in some residential areas for streets designated as Local Streets. Such areas are those where projected traffic volumes do not exceed an Average Daily Traffic (ADT) of 1,000 and the zoning intensity does not exceed one dwelling unit per acre.

Local Rural Street Standards:

1. A 50-foot right-of-way with one traffic lane in each direction.

2. Inverted shoulders, asphalt curbs, or concrete curb and gutter may be constructed.

3. On street parking is not permitted along Local Rural Streets.

4. Local Rural Streets will not be identified in the text or shown on the Circulation Plan Map.

H. Local Industrial Streets

For Local Streets in Industrial areas designated in the General Plan, a Local Industrial Street Standard is provided. The Local Industrial Standard is required for roadways in any Industrial area for streets not otherwise classified as Expressways, Arterials, or Collectors.

Local Industrial Street Standards:

1. A 66-foot right-of-way is required.

2. One travel lane in each direction.

3. Curbs and gutters are required along all Local Industrial Streets.

4. Parking is prohibited along Local Industrial Streets.

5. These streets shall not be identified in the text nor shown on the Circulation Plan map.

I. Cul-de-sac or Dead-end Streets

The purpose of these streets is to provide individual lot access to a public or private street for small clusters of lots. These streets shall be constructed to the Local Street Standard. By definition, these streets have access to other streets from one end only. Typically, Cul-de-sac and Dead-end Streets connect to Local Streets, rather than Expressways, Arterials, or Collectors. The street should not serve more than sixteen parcels.

Cul-de-sac or Dead-end Street Standards:

1. Construction is to the Local Street or Rural Local Street standard.

2. On street parking may be allowed, depending on the size and quantity of lots served.

3. Adequate vehicle turn-around space shall be provided.

4. These streets shall not be identified in the text or shown on the Circulation Plan map.

J. Alleys

The purpose of Alleys is to provide alternative lot access for deliveries, refuse pick-up, and circulation between an individual lot and a roadway.

Alley Standards:

1. Construction is to the Rural Local Street standard.

2. On street parking may not be allowed.

3. These streets shall not be identified in the text or shown on the Circulation Plan map.

Section VI
STREET MAINTENANCE

A. Maintenance System

Upon incorporation, the City inherited a maintenance system from the County in which some roads were maintained and others were not. Roads that were built to the County's standard were in the maintained system, but the maintained system assumed from the County also included unpaved, substandard roads. Repair and maintenance of these roads by the City has continued.

Substandard roads in the City are a continuing source of problems. Problems range from inconveniences caused by potholes and wash boarding of roadway surfaces to emergency access difficulties resulting from flash flooding. Airborne dust particles are also generated by unpaved surfaces, leading to increased air pollution.

For new streets to be added to the maintenance system, the City requires that they be constructed to the City's standards where possible. In the event road construction would require removal or relocation of existing facilities, the City Engineer may recommend modified standards. When new projects are proposed, the City requires new road construction of adjacent roadways; and construction must be to the City's standards. With consistent application of this policy, new roads will be constructed and segments of existing roadways will be reconstructed.

B. Street Improvement Assessment Districts

For areas already developed with non-standard, non-maintained roads, citizens may form a Street Improvement Assessment District for construction of roads. Roads in a Street Improvement Assessment District are constructed and the cost assessed to the property owners within the District. The cost is divided among the property owners by evaluating the benefits to each property. Payments are made along with the owners' property tax and may be spread out over many years. Financing is generally provided by the issuance of municipal bonds.

Alternatively, citizens may form neighborhood groups for the purpose of providing routine maintenance.

Section VII
SECURING RIGHT-OF-WAY

The inconsistent securing of adequate right-of-way prior to development can result in irregular paved road widths, reduction in roadway capacities, and limitations of the long-term viability of road segments. As the City plans for future growth, securing adequate right-of-way is a priority. For all new development and intensifications of existing development, right-of-way needs and solutions shall be pursued in accordance with the Circulation Plan.

Section VIII
SCENIC HIGHWAYS

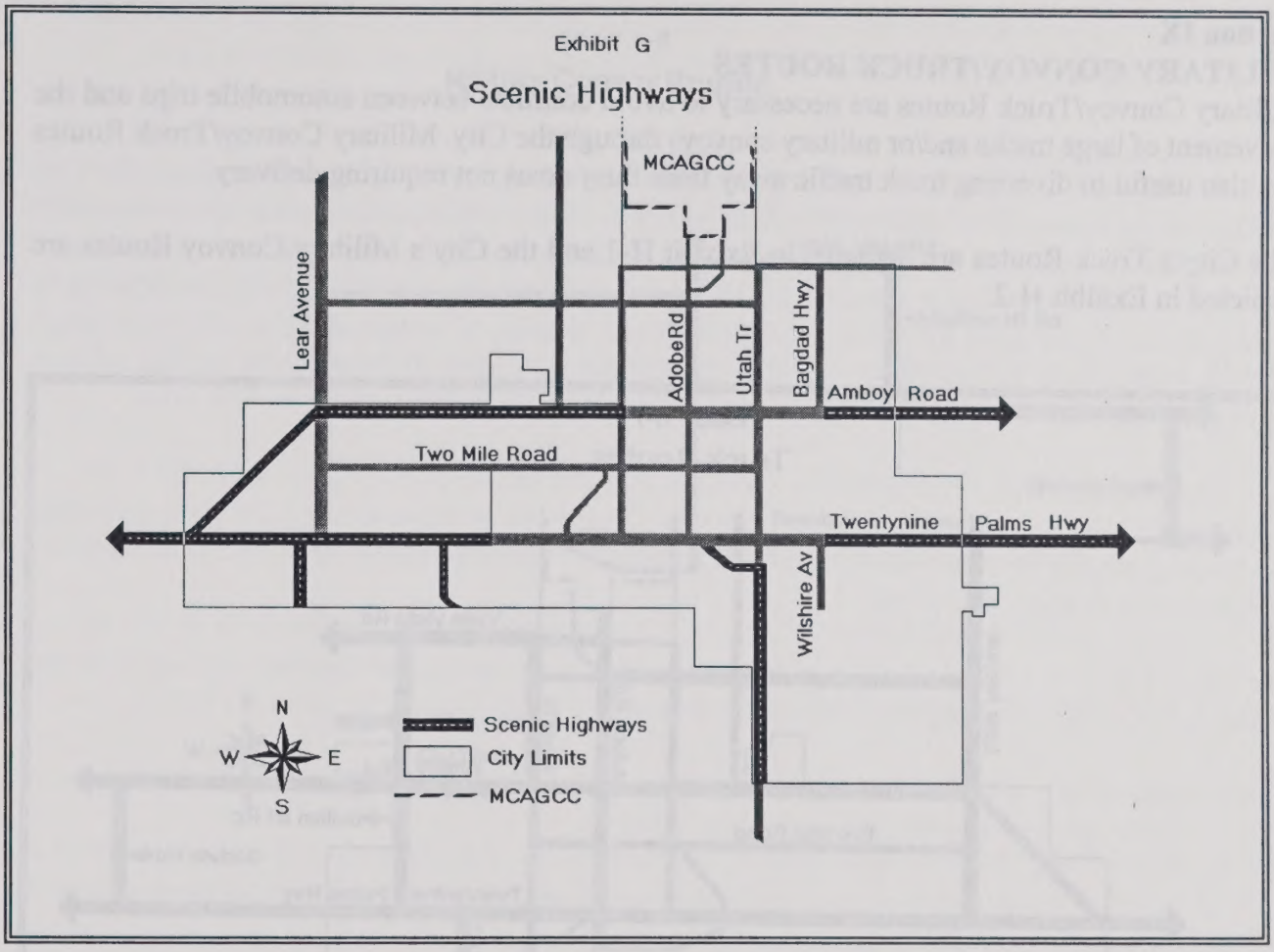
Scenic Highways are those roadways that have unusual exposure to unique and attractive natural views that deserve protection and enjoyment.

In cases where building heights exceed one story, building setbacks will be increased along streets designated as Scenic Highways. Outdoor advertising signs and off-site directional signs shall be prohibited.

Roadways designated as Scenic Highways are shown on Exhibit G as follows:

- Twentynine Palms Highway from Wilshire Avenue east to the City's Sphere of Influence
- Twentynine Palms Highway from Sunrise Drive west to the City limits
- Amboy Road from Bagdad Highway east to the City's Sphere of Influence
- Amboy Road from Mesquite Springs Drive west to the City limits
- Indian Cove Road from Twentynine Palms Highway to the Joshua Tree National Park
- Canyon Road from Twentynine Palms Highway to the Joshua Tree National Park
- National Park Drive from Twentynine Palms Highway to Utah Trail
- Utah Trail from National Park Drive south to the Joshua Tree National Park

Exhibit G


Scenic Highways
MCAGCC
Lear Avenue
AdobeRd
Utah Tr
Bagdad Hwy
Amboy Road
Two Mile Road
Twentynine Palms Hwy
Wilshire Av
N
W
E
S
Scenic Highways
City Limits
MCAGCC

Section IX
MILITARY CONVOY/TRUCK ROUTES

Military Convoy/Truck Routes are necessary to avoid conflicts between automobile trips and the movement of large trucks and/or military convoys through the City. Military Convoy/Truck Routes are also useful in diverting truck traffic away from busy areas not requiring delivery.

The City's Truck Routes are depicted in Exhibit H-1 and the City's Military Convoy Routes are depicted in Exhibit H-2.

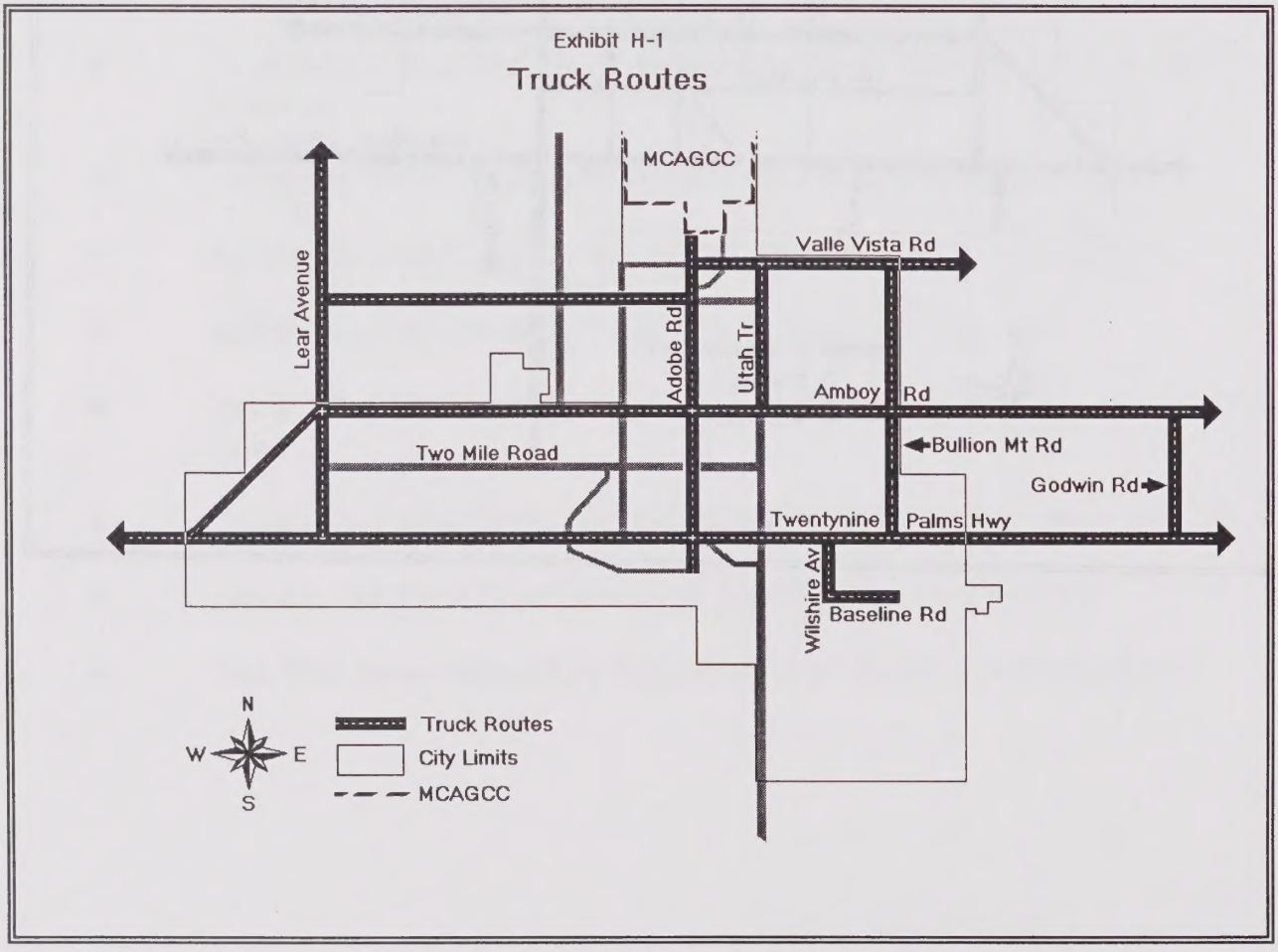
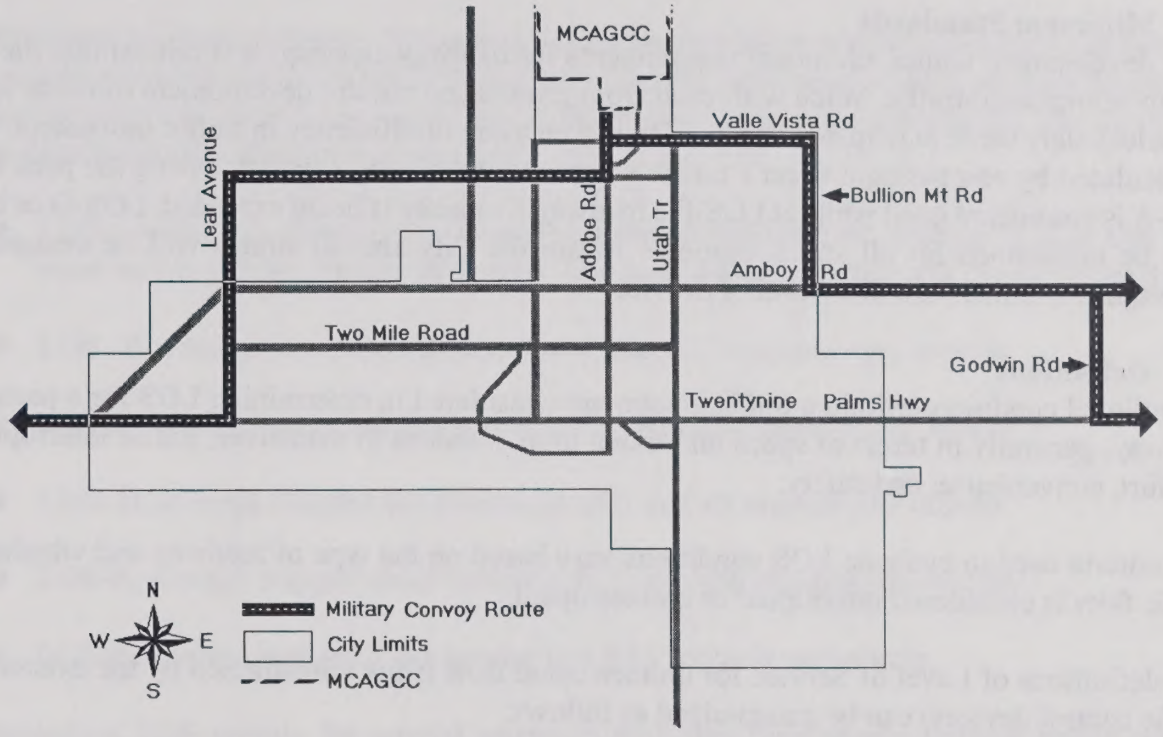


Exhibit H-2

Military Convoy Routes



Section X
LEVEL OF SERVICE (LOS)

A. Minimum Standards

With development comes additional requirements for roadway capacity. It is critical that the City anticipate increased traffic which will result from growth and require development of roads which will adequately serve anticipated needs. LOS is a measure of efficiency in traffic movement. LOS is calculated by comparing a street's traffic volume to its existing capacity during the peak hour. LOS-A is considered good while at LOS-F a roadway's capacity is being exceeded. LOS-D or better is to be maintained for all street segments within the City and all streets will be designed to accomplish and maintain this Level of Service.

B. Definitions

Operational conditions within a traffic stream are considered in determining LOS for a particular roadway, generally in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of Level of Service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) can be summarized as follows:

- LOS-A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS-B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS-C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS-D represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS-E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS-F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definitions of Level of Service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the specific element of the roadway being considered, e.g., signalized intersections versus arterial segments. The Level of Service criteria for signalized intersections are:

- LOS-A describes operations with average intersection stopped delay (how long a driver must wait at a signal before the vehicle can begin moving again) of five seconds or less.
- LOS -B, average stopped delay between 5.1 and 15.0 seconds per vehicle.
- LOS-C, average stopped delay between 15.1 and 25.0 seconds per vehicle.
- LOS- D, average stopped delay between 25.1 and 40 seconds per vehicle.
- LOS-E, average stopped delay between 40.1 and 60.0 seconds per vehicle.
- LOS-F, average stopped delay greater that 60.0 seconds per vehicle.

At intersection, LOS criteria for arterial segments with free flow speeds (typical traffic speed between intersections) of 40 miles per hour are:

- LOS-A, arterial speeds (including intersection delay) greater than 35 mph.
- LOS-B, arterial speeds 28.0 to 34.9 mph.
- LOS-C, arterial speeds 22.0 to 27.9 mph.
- LOS-D,- arterial speeds 17.0 to 21.9 mph.
- LOS-E, arterial speeds 13.0 to 16.9 mph.
- LOS-F, arterial speeds less than 13.0 mph.

Section XI
FUNDING

For the City to receive Measure I sales tax revenues, it is required to adopt a "Transportation Management Plan." The Plan is to include a five-year and a twenty-year improvement plan, financing mechanisms, and must integrate regional plans and requirements for growth, job/housing balance, and air quality goals.

State law requires the adoption of a Congestion Management Plan to identify needed arterial improvements in order to obtain State gas tax revenues. Both require the identification of a system of arterial roadways within the City for funding.

The City's five-year and twenty-year funding plans should be reviewed regularly to ensure that they address current and anticipated needs.

Section XII
HAZARDS

A. Master Plan of Drainage

In January 1997, NBS/Lowery Engineers and Planners of San Bernardino prepared a Master Plan of Drainage (MPD) for the San Bernardino County Flood Control District. The MPD included portions of the City and the surrounding drainage areas which contribute to the runoff. Flooding hazards and remedies are discussed in the MPD. The following is a brief summary:

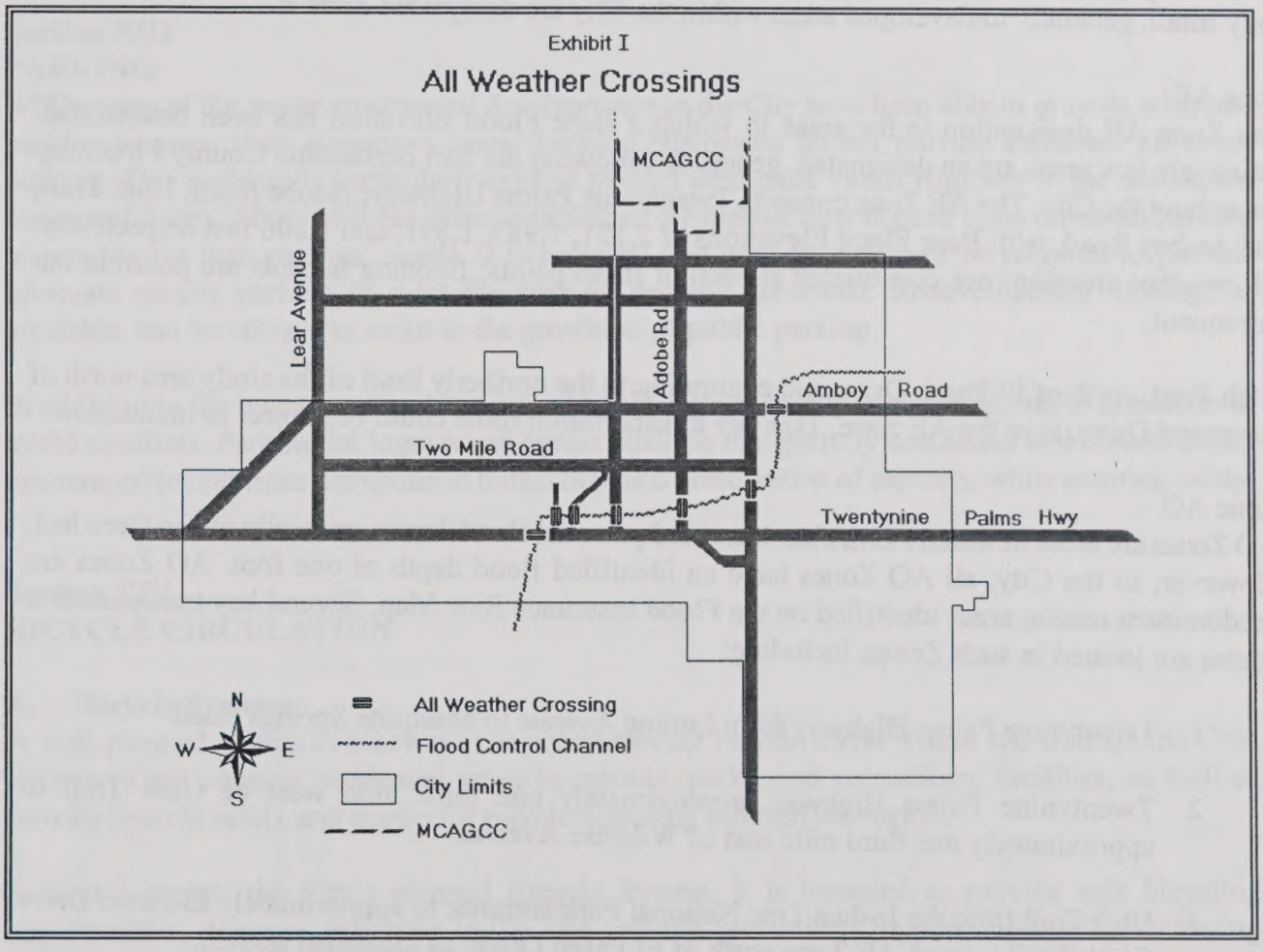
> Precipitation in this area is usually the result of intense but short thunderstorms. Runoff is also intense, of short duration and heavily laden with sediment and mainly the cause of flood damage.
>
> Twentynine Palms has experienced growth in recent years and expects the growth rate to continue. This development has created the need for a Master Plan of Drainage that will lessen existing flooding problems, assist in planning for future development and establish a guide for providing future facilities. The Plan is to be used as a guideline for design of future flood facilities including channels, pipes, culverts, debris basins, detention basins and non-structural solutions.

B. All Weather Crossings

All weather crossings are shown on Exhibit I and are located at the following locations:

1. Twentynine Palms Highway, just east of Lupine Avenue.
2. Mariposa Avenue, between Twentynine Palms Highway and Joshua Drive.
3. Larrea Avenue, just north of Twentynine Palms Highway.

4. Mesquite Springs, just north of Twentynine Palms Highway.
5. Adobe Road, between Buena Vista Drive and Civic Center Drive.
6. Utah Trail, south of Joe Davis Drive.
7. Amboy Road, east of Utah Trail.



C. Flooding

Flash flooding can result in sheet flow in many portions of the City. These areas are identified on the Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA) dated March 18, 1996. Flood hazard areas in the City are identified as either Zone A, Zone AE, or Zone AO.

Zone A

Areas designated Zone A are subject to inundation but specific flood elevations are not identified. Only small, generally undeveloped areas within the City are designated Zone A.

Zone AE

The Zone AE designation is for areas in which a Base Flood Elevation has been determined. Relatively few areas are so designated, generally following the San Bernardino County Floodway throughout the City. The AE Zone transects Twentynine Palms Highway, Adobe Road, Utah Trail, and Amboy Road, with Base Flood Elevations of 2,121, 1,983, 1,891, and 1,806 feet respectively. All weather crossings are constructed at each of these points; flooding hazards are possible but infrequent.

Utah Trail, north of El Paseo Drive and continuing to the northerly limit of the study area north of Raymond Drive, is in the AE zone. This key transportation route could be subject to inundation.

Zone AO

AO Zones are areas in which FEMA has identified potential flood depths, generally one to three feet. However, in the City, all AO Zones have an identified flood depth of one foot. AO Zones are predominant among areas identified on the Flood Insurance Rate Map. Several key transportation routes are located in such Zones, including:

1. Twentynine Palms Highway from Lupine Avenue to Mesquite Springs Road.

2. Twentynine Palms Highway, approximately one third mile west of Utah Trail to approximately one third mile east of Wilshire Avenue.

3. Utah Trail from the Joshua Tree National Park entrance to approximately El Paseo Drive (Utah Trail is in an AE Zone north of El Paseo Drive, as identified above).

4. Hatch Road/Sullivan Road, intermittently, between Twentynine Palms Highway and Bullion Avenue.

5. National Park Drive, intermittently, between Cactus Drive and Utah Trail.

D. Faultlines

There are two significant faults crossing the community: the Pinto Mountain Fault and the Mesquite Lake Fault. The Pinto Mountain Fault transects Utah Trail near National Park Drive and parallels Twentynine Palms Highway throughout most of the westerly portions of the City. The Mesquite Lake Fault transects three major transportation routes: Twentynine Palms Highway near Bullion Mountain Road, Amboy Road east of Utah Trail, and Adobe Road near the Main Gate of the Marine Corps Air Ground Combat Center.

Section XIII
PARKING

While many of the newer commercial developments in the City have been able to provide adequate parking to serve their customers, many existing businesses do not provide sufficient off-street parking. This problem is particularly evident along Twentynine Palms Highway in the downtown commercial area. Many of these older, established businesses now depend upon on-street parking to provide for their patrons' needs. It is essential that new development be required to provide adequate on-site parking to meet the parking demand generated. Redevelopment funding, as available, can be utilized to assist in the provision of public parking.

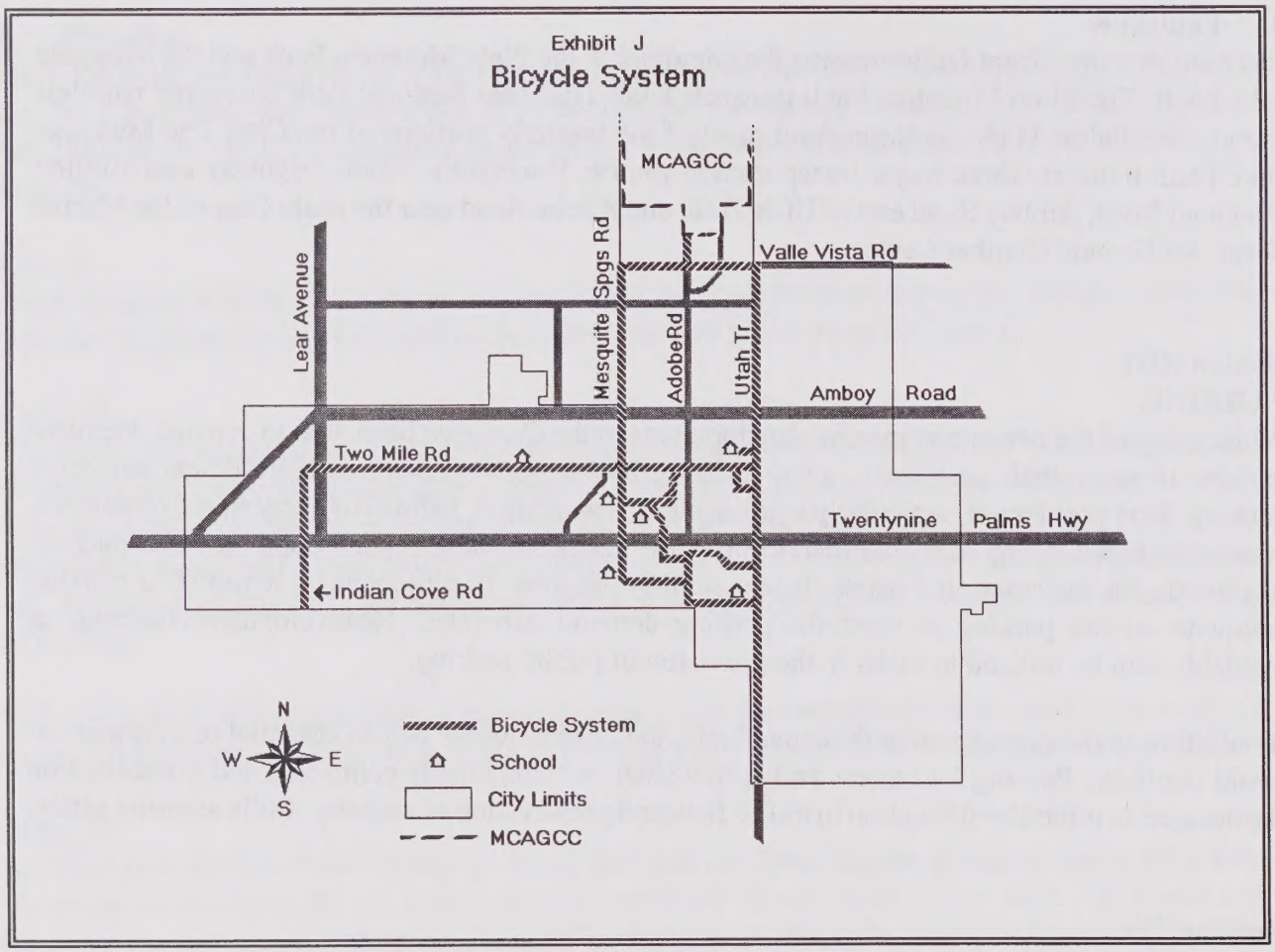
In addition to the quantity of parking available, the design quality is also essential to minimize or avoid conflicts. Parking lot ingress and egress shall be thoughtfully controlled and consolidation encouraged to minimize disruption to traffic flow and preservation of capacity, while assuring safety.

Section XIV
BICYCLE CIRCULATION

A. Bicycle Systems

A well-planned system of bikeways can accommodate bicycle travel within and through the City. Bikeways can connect residential areas to schools, parks, and recreational facilities, as well as provide bicycle safety and access for travelers passing through the region.

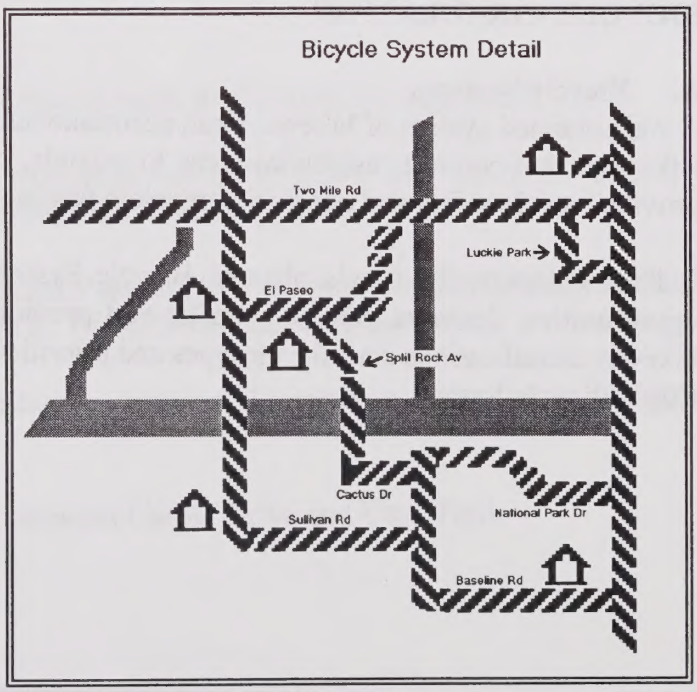
Exhibit J depicts the City's planned Bicycle System. It is intended to provide safe bicycling opportunities, decrease vehicular traffic and provide recreational opportunities. The following bikeway classifications describe the types and priorities of bikeways to be constructed as part of the City's Bicycle System.



B. Class I Bikeway (Bike Path)

Bike Paths provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized. Generally, Bike Paths may be used to serve corridors not served by streets and highways or where wide right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets.

The Class I Bikeway is preferred over other types of bikeways and should be utilized where possible on the designated Bicycle System.



C. Class II Bikeway (Bike Lane)

Bike Lanes provide a striped lane for one-way bike travel on a street or highway. Bike Lanes are established along streets in corridors where there is significant bicycle demand. They are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each.

The Class II Bikeway may be used for areas in which sufficient right-of-way does not exist. Its use is preferred over use of a Class III Bikeway.

D. Class III Bikeway (Bike Route)

Bike Routes provide for shared use of bicyclists and motor vehicle traffic. A Bike Route is part of a street but does not include a separate travel lane for bicycles.

Use of the Class III Bikeway should be avoided in cases where Class I or II Bikeways can be constructed.

Section XV
PEDESTRIAN SYSTEMS

Some areas of the City have sufficient pedestrian facilities. This is particularly true of the downtown area, and north of downtown along Adobe Road to the Historic Plaza. Most areas surrounding schools within the City have sidewalks available also. Generally, sidewalks in these areas are available and in good condition, curbcuts provide for handicap accessibility, and efficient movement of pedestrians is feasible.

In other areas, construction of sidewalks is sporadic. Problem areas exist along major thoroughfares such as Twentynine Palms Highway west of Donnell Hill and along Adobe Road north of the Historic Plaza.

Development of pedestrian friendly facilities throughout the City is an important component in the City's development of recreational opportunities and increased tourism.

Section XVI
AIR TRANSPORTATION

A. Twentynine Palms Airport

Located within the City's Sphere of Influence, the Twentynine Palms Airport is two miles east of the City, south of Twentynine Palms Highway; elevation is 1,905. Owned and operated by the San Bernardino County Airports Department, the Twentynine Palms Airport is open to public use. It is classified by the Federal Aviation Administration as a Category B, Group 1 airport. Twenty-four hour communication is provided via Unicom 122.8.

There are two paved, lighted runways, the east/west runway is 47 feet wide and 5,531 feet long. The north/south runway is 50 feet wide and 3,800 feet long. Funding has been secured from the Federal Aviation Administration, to construct a new east/west runway, 75 feet wide and 5,531 long; when this is completed, the existing 47 foot wide runway will serve as a parallel taxiway for the newly constructed runway.

The Airport provides for the sport and recreation needs of citizens and visitors to the City. It is used for aerobatics, gliders and skydiving. With the great weather and spaciousness of the skies in the desert, there are many opportunities on the horizon for the Twentynine Palms Airport.

Development and improvement of the Airport can contribute to the City's efforts in attracting clean non-polluting industry and continued development of tourism. The Airport could also serve as a vital link to the Morongo Basin during an emergency.

B. Twentynine Palms Expeditionary Airfield (USMC)

Located aboard MCAGCC (outside the City limits), the Twentynine Palms Expeditionary Airfield is for military aviation only. The Airfield has one 8,000-foot, (aluminum matting) runway.

C. Public Use Airports

Two privately owned, public use airports are located in the Morongo Basin, Hi-Desert Airport near the community of Joshua Tree and Yucca Valley Airport in the Town of Yucca Valley.

Hi-Desert Airport

A *Category A, Group 1* type airport, is located on the west side of Sunfair Road, north of Twentynine Palms Highway, Joshua Tree. Elevation for the airport is 2,464 feet. The main runway is 2,493 feet long (2,650 feet long including turnaround area), and is paved and lighted. The crosswind runway is 2,800 feet long, 600 feet is paved; pavement of the full length is planned. Communications is via Unicom 122.8.

Yucca Valley Airport

Located north of Twentynine Palms Highway near State Route 247, Yucca Valley Airport is a municipal airport with limited residential airport access. It is classified as a *Category B, Group 1,* with one 4,363-foot paved and lighted runway. Airport altitude is 3220 feet. Communications is via Unicom 123.0.

D. Private Airports

There are several private landing strips or airports in the vicinity which provide for private aviation needs. These facilities could provide additional or alternate access to the area during an emergency.

Cones Field

Cones Field is located within the City limits, east of Adobe Road, south of Amboy Road. There are three unpaved, unlighted runways (longest: 1,400 feet).

Crosswinds Airport
Located just outside the City's easterly limits, south of Amboy Road on the west side of Prairie Dog Avenue, Crosswinds Airport has two unpaved, unlighted runways (longest: 2,500 feet).

Dale Sky Ranch
Dale Sky Ranch is located along Bullion Mountain Road, north of Amboy Road. There are two graded runways (longest: 3,500 feet) with partial concrete surface. Communications is available via Unicom 122.8.

E. Palm Springs International Airport

Palm Springs Airport is served by several commercial airlines and provides service to many Twentynine Palms citizens and visitors. It is located 50 miles from the City and travel time is about one hour.

A $50 million expansion of the Airport was completed in 1999. The expansion increased the parking area, expanded runways and added a terminal with capacity to serve seven new airlines. The annual passenger count has increased at Palm Springs International Airport from 913,029 in 1990 to 1,255,541 in 1998, a 38% increase.

F. Ontario International Airport

The needs of many Twentynine Palms citizens are satisfied by the Ontario International Airport which is located 95 miles west of the City in the Inland Empire. The Airport is served by several major airlines and provides service to international destinations.

Section XVII
RAILWAYS

The City has never had either railways or light rail service; construction of such facilities within the City is not anticipated. Passenger rail service is available via Amtrak; the nearest passenger station is Palm Springs near the intersection of Interstate 10 and Indian Avenue, approximately 35 miles from the City.

Section XVIII
UTILITY CORRIDORS

A. Utility Easements
Prudent land use planning requires communication and coordination with utility companies and other service providers to assure the systematic delivery of utilities. Coordination of effort ensures availability and provision of easements and rights of way for the extension utility services.

B. Underground Districts
A procedure by which the City may create an underground utility district has been established by the City. Underground utilities are required for new construction in commercial areas, and underground districts may be created by the City upon finding that it is in the public interest to do so.

C. Water Distribution
Water distribution throughout the City is provided by the Twentynine Palms Water District. Development and maintenance of the District's distribution system is based on their Master Plan which projects growth of approximately 2% per year. The Master Plan was completed in 1992 and the District is now in the preliminary stages of updating the Plan.

Additional water supplies are planned to meet the projected growth. The District's three million gallon per day water treatment facility— designed to remove fluoride— is projected to be in operation in the spring of 2001. Also scheduled are two additional water reservoirs, which will add three million gallons of water storage to the existing fifteen million gallons of storage.

D. Distribution of Electric Service
Electric service is provided by Southern California Edison Company. Three substations are located within the City, 1) Hi-Desert Substation north of Twentynine Palms Highway west of Mantonya Road, 2) Carodean Substation located on the south side of Two Mile Road, west of Easy Street and 3) Twentynine Palms Substation located at the northwest corner of Joshua Drive and Ocotillo Avenue. According to Southern California Edison Company, there are no plans for new substations in the City within the next ten years (2000-2010).

Two 115,000 volt transmission circuits provide power to the City. The circuits are routed parallel to Twentynine Palms Highway, one on the north side of the Highway and the other on the south side, entering the City from the west. One of the 115,000 volt circuits terminates at the Hi-Desert Substation and the other continues east to feed the Carodean Substation.

In addition to the two 115,000 volt transmission circuits, the City is served by four 33,000 volt sub-transmission circuits. The sub-transmission circuits feed the Twentynine Palms Substation and distribute to businesses and homes in areas where a distribution circuit is not available.

E. Distribution of Cable TV Service

Cable service is distributed within the City by Adelphia Communications via a 750 megahertz hybrid fiber-coaxial system. The system is comprised of five major components, 1) Headend, 2) Hub, 3) Transmission Conduit, 4) Distribution System, and 5) Drop System.

The Headend, or signal receive site, is located at 6720 La Contenta Road in Yucca Valley. Signals are processed and then applied to the Hub, the Optical Transition Network, which is located at 4637 Adobe Road in Twentynine Palms. The Hub transforms the optic signal from light to radio frequency for outbound transmission to the Transmission Conduit. The Transmission transports service to the Distribution System through easements either overhead on SCE poles or underground in common trench. The Drop System connects the end user to the Distribution System.

F. Distribution of Telephone Service

Telephone service is provided by Verizon Communications. Distribution within the City is facilitated by a Base Unit Electronic Switch (Base Unit) located on the east side of Adobe Road, south of Twentynine Palms Highway. From the Base Unit, service is routed to two 1000-line Remote Switching Units; one is located on Morongo Road south of Two Mile Road and the other is located on Amboy Road east of Adobe Road. Service is distributed to the neighborhood level by Mini Switches, each of which can accommodate 100 to 200 lines. There are twelve Mini Switches throughout the City.

All lines linking the Base Unit, Remote Switching Units, and Mini Switches are located underground. Where practical, it is Verizon's preference to locate all lines underground.

There are currently no plans to add any additional switches. Planning for additional facilities within the City will be based on growth and increased demand for service.

G. Distribution of Natural Gas

The Gas Company provides natural gas for many portions of the City. Service is provided to approximately 3,000 properties.

One six-inch, high-pressure (400 psi) main feeds the community, entering the City (west to east) along the north side of Twentynine Palms Highway. The movement is then north along Lupine Avenue, east along Joshua Drive to Larrea Avenue, north along Larrea Avenue to Mesquite Springs Road and then north to MCAGCC.

Three regulator stations are included in the local distribution network, two in the City and one aboard MCAGCC. The six-inch main feeds into the regulator stations, the pressure is reduced to approximately 45 psi and natural gas is distributed to the customer. The South Regulator is located near the southwest corner of Joshua Drive and Mariposa Avenue and feeds service to most of the southerly portion of the City.

The North Regulator station located northeast of the intersection of Two Mile Road and Mesquite Springs Road. It provides service to the northerly portion of the City. From the North Regulator, the main goes north to MCAGCC providing service to the Base. A regulator station, from which service is distributed, is located at the main terminus aboard MCAGCC.

According to The Gas Company, there are no plans for expansion of major facilities within the City during the next ten years (2000-2010).

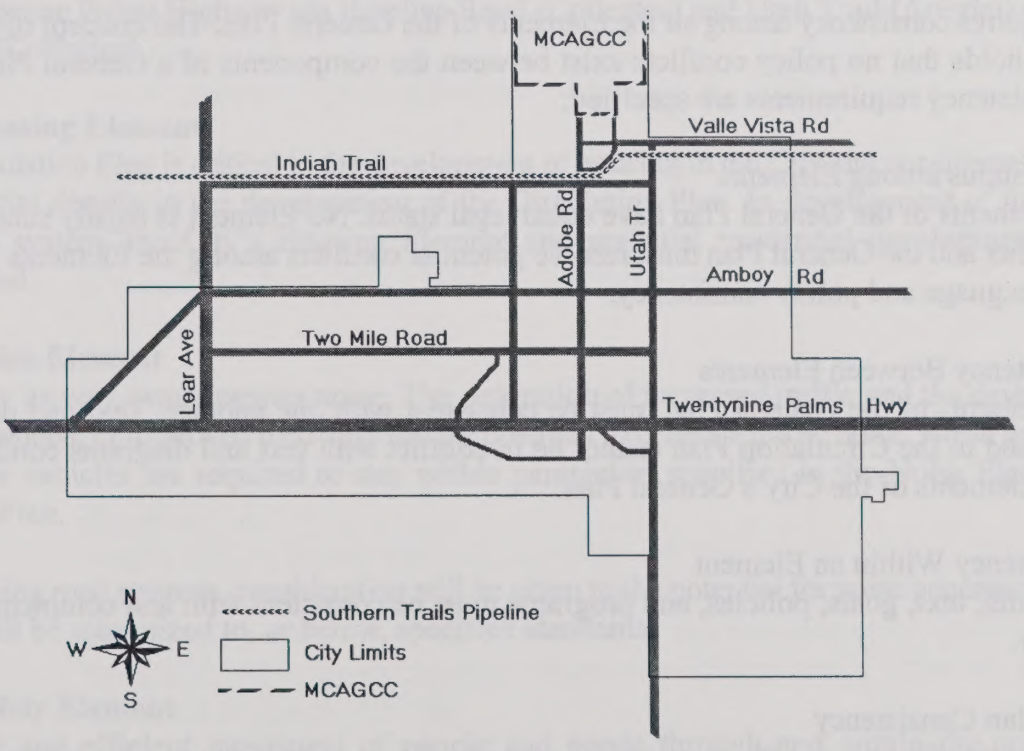
H. Natural Gas Pipeline

The Southern Trails Pipeline is a 16-inch (O.D.) natural gas pipeline which traverses the northerly portion of the City. The pipeline is at a depth of six feet, ten inches. Its capacity is approximately 120 million cubic feet per day (MMCF/D). Originating in Northwest New Mexico, the pipeline crosses Arizona and Southern California, terminating in Long Beach, California. Depending on consumer needs and interconnect locations, the gas flow on any given segment of the pipeline could be either direction. However, gas flow in the Twentynine Palms area will typically be east to west.

The pipeline route, depicted in Exhibit K, is parallel to Valle Vista Road, approximately 600 feet south of Valle Vista Road from the City's easterly limit to Condor Road. It follows the southerly edge of the (former) Condor Road alignment to Indian Trail, then west along the northerly edge of Indian Trail, to the City limits at Mesquite Springs Road. The pipeline does not deliver natural gas to the City.

Exhibit K

Southern Trails Pipeline



I. Septic/Sewer System

Currently, a sewer system is not in place in the City. Therefore, all developed properties are required to have septic systems.

The City anticipates the need for a sewer system within the planning period for the higher density areas of the City; for these areas, dry sewer connections shall be installed as development occurs, to minimize costs and environmental disruption when the sewer system is ultimately constructed.

Plans are underway at MCAGCC for development of a sewer treatment facility which is expected to be online in 2005. Discussions are underway with MCAGCC for development of a joint powers authority involving the Twentynine Palms Water District, MCAGCC and the City.

Section XIX
CONSISTENCY

A. Legal Requirements

State law requires consistency among all the Elements of the General Plan. The concept of internal consistency holds that no policy conflicts exist between the components of a General Plan. Five internal consistency requirements are specified:

1. Equal Status among Elements
   All Elements of the General Plan have equal legal status. No Element is legally subordinate to another and the General Plan must resolve potential conflicts among the Elements through clear language and policy consistency.

2. Consistency Between Elements
   All Elements of the General Plan must be consistent with one another. Text and diagrams contained in the Circulation Plan cannot be in conflict with text and diagrams contained in other Elements of the City's General Plan.

3. Consistency Within an Element
   Diagrams, text, goals, policies, and programs must be consistent with and complement one another.

4. Area Plan Consistency
   All aspects of a General Plan must be consistent with any adopted area plan or community plan.

5. Text and Diagram Consistency
   Text of the Plan must be consistent with any diagrams contained in the Plan.

B. Land Use Element

The Circulation and Land Use Plans mutually affect one another. Design and location of circulation facilities are among the major factors in determining the form of human settlement and the extent and type of land use. Conversely, land uses create a demand for circulation facilities.

A primary focus in the development of the Circulation Plan is the City's Land Use Plan. In determining the required roadway designations, the City has considered the adjacent, as well as the destination, density potential.

The primary commercial areas depicted on the General Plan Land Use Map are located along Twentynine Palms Highway and Adobe Road, both designated as Arterials.

Higher densities that will result from multi-family dwellings are either located along Expressways or Arterials or connect to the Expressway/Arterial grid via Collectors.

Industrial zones located in the southeast portion of the City are either in close proximity to Twentynine Palms Highway, which is classified as an Expressway east of Utah Trail, or have access to Twentynine Palms Highway via Baseline Road (Collector) and Utah Trail (Arterial) or Wilshire Avenue (Collector).

C. Housing Element

The Circulation Plan is critical to the development of housing in the City and consideration is given to potential density in the development of the Circulation Plan. In development of the proposed roadway system, the City's Housing Element and potential residential development has been considered.

D. Noise Element

Traffic by its very nature creates noise. The generation of increased traffic and the development of new, expanded, or improved roadways has the potential to generate traffic noise. Noise levels created by motor vehicles are required to stay within parameters specified in the Noise Element of the General Plan.

In designing road systems, consideration will be given to the potential for noise generation and noise levels will be minimized to, or below, specified standards.

E. Safety Element

The safe and efficient movement of people and goods through and within the community is established as a primary objective of the Circulation Plan. In formulating decisions with regard to circulation design, consideration will be given to and compliance will be ensured with the General Plan Safety Element.

F. Conservation, Open Space and Recreation Element

Energy conservation is identified as a priority in the development and implementation of circulation systems which will be accomplished through the City's long-range planning and the consistent application of established standards.

Preservation of Open Space results in vitality in the community. Visual access to these areas via the roadway system is a crucial factor in citizens' ability to enjoy and admire Open Spaces.

Roadway systems will be designed to accommodate and facilitate desired recreational opportunities. Consideration will be given to the efficient movement of visitors through the City to destinations such as the Joshua Tree National Park, City parks, and other recreational opportunities.

Section XX
GOALS AND POLICIES

A. Overview
The following goals are established for the Circulation Plan. The purpose of each goal is established in this section. To facilitate each goal, policies are established and each policy is executed by one or more programs.

B. Goal #1
A circulation network to safely move people and goods to and through the City.

Purpose
Goal #1 establishes the primary purpose of the Circulation Plan, the safety of all residents and visitors.

Policy #1.1
New roads will be designed and constructed for efficient traffic flow.

Program 1.1.1
All new roads will be designed and constructed to maintain a Level of Service D or better.

Program 1.1.2
The City will ensure develop of roadways which comply with the adopted Congestion Management Plan for San Bernardino County.

Policy #1.2
Quality standards will be applied to all new and reconstructed roadways as development occurs.

Program 1.2.1
Streets will be constructed per standards established in the Circulation Plan when new projects are constructed or existing uses are intensified. Waiver of the requirements may only be made in developed areas where street improvements do not exist and when the proposed development will not result in increased traffic or alteration of drainage flows.

Program 1.2.2
To ensure quality standards, City Encroachment Permits and inspections will be required on all infrastructure improvements or modifications to City owned rights-of-way.

Program 1.2.3
Caltrans Encroachment Permits and inspections are required on all infrastructure improvements to Twentynine Palms Highway and must be obtained from Caltrans prior to construction.

Policy 1.3
Alternate transportation routes will be developed and utilized where possible.

Program 1.3.1
Signage for Truck Routes and Military Convoy Routes will be posted to increase utilization and avoid conflicts between automobile trips and the movement of products.

Program 1.3.2
Two Mile Road will be developed and improved as an alternate east-west route.

Program 1.3.3
Design will be completed and right-of-way will be secured for the extension of Amboy Road, connecting to Twentynine Palms Highway, as a future bypass route.

Program 1.3.4
The services of traffic analysis experts shall be sought to identify alternate east/west routes to relieve congestion along Twentynine Palms Highway and ensure continued development of a tourist friendly downtown.

C. Goal #2

Development of improved or expanded Expressways, Arterials and Collectors to efficiently transport large volumes of traffic.

Purpose

The purpose of Goal #2 is to emphasize the importance of major roadways which will facilitate circulation, carrying the bulk of the traffic, within and through the City.

Policy 2.1

The City will be responsive to the objectives of other transportation agencies or jurisdictions with a stake in the development of efficient regional transportation.

Program 2.1.1

Right-of-way will be secured for Amboy Road per standards established by Caltrans, to facilitate development of the route as a future bypass.

Program 2.1.2

Development of Expressways and Arterials will be coordinated with the County of San Bernardino Department of Transportation and Flood Control.

Program 2.1.3

The Town of Yucca Valley will be afforded an opportunity to comment on the development of new or improved Expressways or Arterials which could potentially affect regional circulation.

Program 2.1.4

The City will maintain a liaison with Caltrans planning and engineering staff to study and implement effective means of preserving and improving capacity along Twentynine Palms Highway and secure State and Federal funding sources for preservation and expansion of capacity on Twentynine Palms Highway.

Program 2.1.5

Consideration will be given to the future development of an alternate east/west route, linking the City with State Route 247, in the City's participation of regional transportation needs.

Policy 2.2

The City will participate in development of alternative east-west parallel routes to relieve traffic on Twentynine Palms Highway.

Program 2.2.1

Right-of-way will be secured for Amboy Road per standards established by Caltrans, to facilitate development of the route as a future bypass.

Program 2.2.2
In the review of new and intensified projects, the City will limit access along Twentynine Palms Highway in a manner which maximizes the use of existing and planned signalized intersections.

Policy 2.3
The City Will seek participation and cooperation from other agencies whose traffic results in impacts to City streets.

Program 2.3.1
The City's will encourage continuation of the National Park's participation in the maintenance and enhancement of Canyon Road, south of Cottonwood Drive, leading to Fortynine Palms Canyon.

Program 2.3.2
The City will seek assistance where possible from MCAGCC to offset degradation of Lear Avenue and Indian Trail caused by military convoys.

D. Goal #3

The circulation system will be designed to accommodate visitors and will enhance and promote recreational opportunities.

Purpose

The Purpose of Goal #3 is to underscore the importance of circulation facilities that are visitor-friendly and to develop circulation systems to cultivate the immense recreational opportunities of the area.

Policy 3.1

In developing and improving circulation facilities, consideration will be given to tourism, potential impacts and opportunities for enhancement.

Program 3.1.1

Scenic Highway corridors will be protected in accordance with standards established in the Circulation Plan.

Program 3.1.2

The City will develop and install directional signage to direct visitors to key facilities in the community.

Program 3.1.3

Pedestrian facilities will be constructed near school sites, along major transportation corridors, in the downtown area, and along open space corridors.

Program 3.1.4

Transportation corridors and community entry points will be enhanced to improve community image and identification.

Program 3.1.5

Bicycle systems will be developed to enhance tourism and recreation opportunities.

Policy 3.2

Development efforts will be coordinated with Morongo Basin Transit Authority.

Program 3.2.1

In reviewing development projects, comment will be sought from the Morongo Basin Transit Agency and facilities which support the use of mass transit will be developed.

Policy 3.3

The City will continue development of Bikeways throughout the City to encourage the use of alternate modes of transit.

Program 3.3.1
Bikeways will be developed with emphasis focused on routes connecting residential areas, schools, parks and other recreational areas.

Program 3.3.2
Bicycle parking facilities will be required for commercial and institutional facilities located along planned Bikeway routes.

E. Goal #4

Development of quality Local Streets to serve all citizens and visitors.

Purpose

The purpose of Goal #4 is to stress the importance of appropriate circulation providing access to individual parcels or neighborhoods.

Policy 4.1

Quality standards will be applied to development of Local Streets.

Program 4.1.1

The City will restrict cul-de-sac or dead-end streets only to those areas where minimal traffic is anticipated.

Program 4.1.2

Streets will be constructed per standards established in the Circulation Plan.

Program 4.1.3

The City will provide assistance to citizens seeking to form a Street Improvement Assessment District.

Program 4.1.4

The City will implement and apply an alternative reduced improvement standard for Local Streets in low-density residential areas.

Program 4.1.5

The City will require a Local Industrial Street standard to provide the turning radius needed by trucks and other large vehicles serving such areas.

F. Goal #5

Parking facilities will be available for residents and visitors.

Purpose

The purpose of Goal #5 is to provide a nexus between the provision of parking facilities and efficient circulation.

Policy 5.1

The City will ensure that development does not increase deficiencies in available parking.

Program 5.1.1

The City will require on-site parking per established standards for new development and projects which intensify uses and/or increase traffic generation.

Policy 5.2

The City will ensure that the development and maintenance of parking facilities is continued.

Program 5.2.1

Through the City's Redevelopment Agency, funding programs will be available to assist in the development of public parking in conjunction with new or expanded projects.

G. Goal #6

The Circulation Plan will sustain mobility while fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to all citizens.

Purpose

The purpose of Goal #6 is to provide a means of evaluating circulation systems in relation, and in support of, the core objectives contained in Southern California Associated Government's Regional Transportation Plan.

Policy 6.1

Transportation systems must meet the public need for improved access, and for safe, comfortable, convenient, fast and economical movements of people and goods.

Program 6.1.1

Systems shall be designed to ensure that the meet or exceed standards established in the Regional Transportation Plan, with regard to mobility, accessibility, environment, reliability, safety, equity/environmental justice and cost effectiveness.

H. Goal #7

Consideration shall be given to air quality issues in the preparation of environmental documents for circulation systems.

Purpose

The purpose of Goal #7 is to ensure that air quality is protected and that all circulation decisions are supportive of regional air quality policies.

Policy 7.1

The City will ensure that all circulation systems consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

Program 7.1.1

An analysis of potential conflicts in air quality, land use, transportation, and economic viability shall be conducted as part of the review of environmental document prepared for all circulation systems.

Chapter III

Housing Plan

Planning Commission Public Hearing
June 6, 2000

City Council Public Hearing/Adoption
June 27, 2000

Section I
SUMMARY

The housing needs of the residents of the City of Twentynine Palms are being met. The City is fortunate to have the Marine Corps Air Ground Combat Center as its primary economic strength; an entity which provides housing for all military personnel. Additionally, the City is fortunate to enjoy low cost land and construction. There is an abundance of vacant developable property which will accommodate over 10,000 new affordable units when demand arises. However, currently there is no demand for housing in the City as evidenced by the fact that an average of only seven dwelling units per year have been constructed in the past five years.

City government has not implemented constraints to new home construction. In fact, there are no impact fees for development; and Use Permit fees and Building Permit fees are intentionally kept low and affordable. Processing time for subdivisions, if proposed, would presently be 60 to 90 days. Additionally, the City does not require excessive development standards; requiring only the typical local street standards and curb, gutter and sidewalk.

Mobile homes typically provide for affordable housing. In the City, mobile homes may be placed on any residential lot with only minimal design requirements. The City has at least 100 vacant spaces in mobile home parks; in these cases, affordable housing can be established without the requirement for City review or permitting.

Second units are considered an entitlement and may be constructed on many lots within the City, including Rural Living lots of five acres or more, and Single Family Residential lots with at least twice the minimum lot size. And second units are allowed, with approval of a Minor Use Permit, on any lot within the City that is at least 25% greater than the minimum lot size. This provision could allow for up to 1,000 affordable units.

Homelessness is not significant in the City. Based on available information, there are less than five citizens in the City who are homeless.

The City not only has ample available resources to provide affordable housing, it also does not impede the development of such housing.

Section II
EVALUATION OF EXISTING PROGRAMS

The following is a program by program evaluation of the City's existing housing programs established in the City's current Housing Element. Each "Program" is taken from the Housing Element, and the Evaluation is staff's assessment of the City's performance with regard to the program:

Program: Use all means at our disposal to assure the continued presence of affordable housing for the present and future populations and surpass the Regional Housing Needs Assessment (RHNA) obligations of the City.

> **Evaluation:** The proposed program is vague and its success is difficult to assess. The method of implementation prescribed in the adopted plan states, "nothing is required except for developers to pull permits for approved projects." and "In the case that the economic circumstances change, the City is prepared to use Redevelopment set-aside funds and/or Housing Revenue Bonds, if necessary to meet the moral obligations." In this regard, the City's Five Year Redevelopment Implementation Plan establishes a program which provides funding for offsite improvements for housing projects.

Program: Insure that all citizens will continue to have a safe and sanitary residence through continued code enforcement.

> **Evaluation:** The City's Code Compliance Division has abated seven unsafe structures and has secured tentative approval for increased funding for such abatements in FY 00-01.

Program: Resolve to contribute and surpass the "fair share" of the region's housing needs as identified in this Element.

> **Evaluation:** Because a specific action is not stated, evaluation is difficult.

Program: Use existing programs to assist low income residents meet their housing needs.

> **Evaluation:** In the absence of demand, specific programs have not been developed or pursued.

Program: Investigate new or existing state and federal programs to assist housing programs of new or rehabilitated housing projects.

> **Evaluation:** In the absence of demand, specific programs have not been developed or pursued.

Program: Establish a coordinated, systematic program of housing, building, health and fire code inspection and analysis that stresses prevention of problems.

Evaluation: The City has diligently pursued this effort as evidenced by the fact that dangerous and unsafe structures are uncommon in the City.

Program: Refine and update the Housing Element by amendment when new information (*e.g.* the Redevelopment Project Area Plan) is available; including analysis of units qualified for rehabilitation.

Evaluation: The Housing Element has not been amended since its adoption.

Program: Protect existing mobile home parks from being vacated due to change of use or provide for relocation alternatives.

Evaluation: Change of use proposals have not been submitted to the City. The City has taken action to assist in the preservation of an existing mobile home park that was about to be de-certified as a park by the State Department of Housing and Community Development. In this case, the City worked with the State to allow the park to remain open while the Code violations were being remedied. The City's ability to deal with the matter as a local issue was instrumental in the preservation of the mobile home park.

Program: Improve the housing development potential in Specific Plans 1-4.

Evaluation: Minimal Redevelopment funds are available. Specific Plans 1-4 are simply multi-family zones approved as Specific Plans.

Program: Cooperate with public and private agencies to train or retrain local lower income heads of households to preclude their displacement through increased property values caused by the location of new industries in the area.

Evaluation: The City cooperates with all public and private agencies. However, training programs specified in the above statement are beyond the City's scope of responsibility.

Program: That the City shall diligently work to keep our processing less complicated, quicker and less perilous than the County and the Town of Yucca Valley and to keep our development fees lower through lower overhead.

Evaluation: A consistent goal of the City is its streamlined processing procedure and low fees. The City has succeeded in this regard.

Program: That the City promote, monitor, and cooperate with the Marine Base and other segments of the Community to assure that fair housing practices are adhered to and continued in the community.

Evaluation: The recently completed annexation of the housing areas of the Marine Corps Base was undertaken specifically for the purposes of providing enhanced services to military personnel and their families. This "partnership" assures continued cooperation and unity.

Evaluation Summary

Many of the programs contained in the adopted Element are vague and not relevant. However, the City has acted responsibly in providing for the housing needs of all income levels. Proof of this is found in the minimal numbers of unsafe and/or substandard structures and the absence of homlessness in the community.

Section III
LEGAL REQUIREMENT

A. **General Plans.** The State of California mandates in CALIFORNIA GOVERNMENT CODE Section 65300 *et. seq*. that "each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long term General Plan for the physical development of the county or city and of any land outside its boundaries which in the planning agency's judgement bears relationship to its planning."

B. **Housing Element.** The California legislature has declared in CALIFORNIA GOVERNMENT CODE Section 65580(a) that "the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." To attain this goal, each local government is required to develop a Housing Element. Each element must contain a needs assessment, goals, objectives, policies, and an implementation program.

The Housing Element represents the official policy statement of the City of Twentynine Palms, regarding the provision of an adequate supply of housing to meet the City's logical obligations. The Element provides guidance and direction for public officials to act on housing policies or programs that may be brought before them. As such, this Element reflects the most current economic and social conditions of the Community and helps the City identify and analyze housing problems, develop and evaluate the feasible courses of action that are available to the City and to implement the most desirable courses of action. The Housing Element can be used to facilitate a viable housing plan for the City.

Section IV
GOALS AND OBJECTIVES

A. **Housing Goal:** Ensure that the location, timing and intensity of residential development will maintain and enhance the quality of life for the people of Twentynine Palms, and provide family oriented housing in a wide range of sizes and costs in order to promote and retain the

community's hometown character and desert environment.

B. **Housing Objectives:**

(1) Maintain the existing residential character of Twentynine Palms characterized by large lot single family development, by encouraging land uses and intensities and appearance of development that are consistent with this image.

(2) Provide quality low profile multiple-family developments where they are compatible with adjacent land uses, ensuring that multiple-family developments are adequately separated and buffered from single family developments.

(3) Require sufficient usable open space to balance the developed portions of multiple-family developments in order to provide those residents recreational uses and visual relief from appearing "crowded".

(4) Maintain existing mobile home parks and their facilities where appropriately located, encouraging both rental and resident-owned parks as a source of low and moderate cost housing. Knowing that park closures may occur, the City should encourage and assist in the development of relocation park(s).

(5) Establish financial incentive programs that will encourage and enable mobile home park purchases by home owners with consent and support of park owner.

(6) Maintain large lot single family development as the predominant land use, with a minimum lot size of 7,200 square feet.

(7) Maintain a maximum multiple unit density of 8 units per acre, unless a low income bonus is accommodated and guaranteed for at least twenty (20) years.

(8) Establish alternative development standards for residential areas within the planning area which recognize the individual character of these areas, and will permit the existing character in such areas to remain at the time if and when annexation occurs.

(9) Provide flexibility in development standards which can accommodate neighborhood variations within the City. Alternative development standards for planned communities should be encouraged where appropriate to enhance their overall quality and maintain the desert environment.

(10) Assist, when there is displacement of lower income renters, with incentive programs that promote fair displacement compensation to those low income category renters.

Section V
RELATIONSHIP TO OTHER ELEMENTS

The General Plan consists of seven mandated elements of which the Housing Element is one. Section 65300.5 of the Government Code requires consistency among the various General Plan Elements. The relationships are as follows:

A. **Land Use Element.** The Land Use Element lists the amounts of land available for residential development. There are nine residential classifications ranging from five (5) acre lots to a minimum single family lot size of 7,200 square feet. There is one Multi-family classification.

There are no conflicts between the Land Use Element and this Housing Element.

B. **Circulation Element.** The addition of significant numbers of residential units will, correspondingly, bring additional traffic. Required rights-of-way established in the Circulation Element will accommodate anticipated growth.

The City's Circulation Element is consistent with this Housing Element.

C. **Noise Element.** The Noise Element will indirectly cause minor impacts on the cost of housing due to noise buffering requirements. However, protection of residential areas from unwanted sound is necessary to provide a quality residential environment for all segments of the population. The Noise Element is consistent with the Housing Element.

D. **Conservation, Open Space and Recreational Elements.** Normally, the necessity to obtain open space and conserve various natural resources would impact the cost of housing by reducing the inventory of available land. However, in the City of Twentynine Palms, there is an abundance of reasonably priced, affordable vacant residential land that is available for development. As a result, the community can both provide affordable housing and enhance the living environment with the provision for and protection of environmental amenities. Therefore, there are no conflicts between the Conservation, Open Space and Recreational Elements and this Housing Element.

E. **Seismic and Public Safety Element.** There would be little, if any, impact on the cost or availability of housing caused by the requirements of the Safety Element. The Housing Element is consistent with the Safety Element.

Section VI
RESIDENTIAL POPULATION CHARACTERISTICS

Residential population characteristics are assessed in order to understand and determine the existing and future housing needs of the City. Monitoring the housing characteristics will indicate the changes that will need to be made to keep up with the City's housing obligations.

A. **Total Population.** The City anticipates providing housing not only for its anticipated growth based on economic progress, but also for growth expected in the surrounding areas. A unique element of forecasting the growth of the City is the presence of the Marine Corps Air Ground Combat Center (MCAGCC) which may cause local populations to fluctuate unexpectedly as a result of military needs of armed personnel.

The present population is approximately 25,000 people; this increase is due to the recent annexation of the Mainside portion of the Marine Corps Air Ground Combat Center. This annexation added approximately 10,000 citizens to the City, all of which reside in housing that is made affordable by the Marine Corps/Department of the Navy. The City has a maximum potential population, if every parcel were to be developed to its potential, of 79,300 people.

B. **Available Land.** The City has an abundance of land available for the provision of decent and affordable housing. Currently, there are over 500 vacant acres of developable Multiple Family (RM) zoned property which would accommodate up to 4,000 new units. Most of these areas are served by existing City streets and could be constructed with minimal offsite improvements. All are within the Twentynine Palms Water District. Utilities are available in these areas and there would not be a need for developers to pay excessive amounts to provide service.

Additionally, there are approximately 1,500 acres of undeveloped land zoned Single Family Residential (RS). The entitlement for RS is four units per acre. Minimum lot size for parcels in this district is 7,200 square feet; prices for such lots range from $3,000 to $5,000. If built out, this would account for 6,000 additional units. In many cases, these are infill lots where the developer would not have the cost of providing public streets. Water and all other utilities pass these properties, making development affordable.

Larger parcels are also abundantly available. Approximately 7,500 acres of land, zoned Rural Living (RL), is undeveloped. The density for this zoning designation ranges from one unit per 2.5 acres to one unit per five acres. Some of these properties are very attractive to the upscale buyer. However, approximately half would be inexpensive, often priced at less than $1,500 per acre. All of these properties are within the Twentynine Palms Water District. Utility connection in some cases could be costly. City staff estimates that approximately 500 units could be purchased/constructed which could be suitable for affordable housing units.

Based on this analysis, the City has affordable building sites for an additional 10,500 units.

C. **Age Characteristics.** The City has a disproportionately high concentration of residents age 22-34 because of the adjacent Marine Corps Air Ground Combat Center. Housing needs for this segment of the City's population is addressed by the Department of the Navy. The City recognizes its responsibility to address this need by cooperating with the Base Housing Office.

D. **Race and Ethnic Characteristics.** According to the 1990 Census, the City's racial makeup is approximately 75% white, 10% black, 10% Hispanic, and 5% other races. Due to the size and spread of the city, there are no ethnic concentrations.

E. **Employment.** The 1990 employment for the City is 3,922. This is somewhat misleading considering that the Census data is based on a pre-annexation population of approximately 15,000 residents. The annexation adds approximately 10,000 residents to the City with the total employment rising commensurately.

The Marine Corps Air Ground Combat Center provides both civilian and military employment and accounts for the largest share of employment opportunities in the City. Additional employment for commercial tourist and clean, non-polluting industry will increase the demand for housing in the Community.

Section VII
LAND USE AND HOUSING DEVELOPMENT PATTERNS

A. **Zoning** (Land Use District Classification). The City of Twentynine Palms has four General Plan Land Use Designations that allow for residential use. They are:

1. **Resource Conservation (RC).** This classification applies to land on steep hillsides where development and extension of urban infrastructure is generally not viable. Few residential units will develop in this area, and those that are developed will likely be upscale.

2. **Rural Living District (RL).** The density in this zone is one dwelling unit per 2½ acres. This district usually attracts a middle income housing segment with some secondary housing for a lower income segment. The RL properties are generally served with all utilities except gas and cable TV.

3. **Single Family District (RS).** In this district four units per acre are permitted. Lot sizes range from 7,200 sq. ft. to 2½ acres. Due to the fact that there is no sewer

service and the unusually low land price, this cate gory can and does provide decent housing for all economic segments. (Adequate area for a septic system with 100 percent reserve on the lot is necessary). Depending on the size of the lot, second units can, generally, be accommodated if the sanitation requirements can be satisfied.

4. **Multiple Family Residential (RM).** This classification permits the highest residential density allowed, eight (8) units per acre with an ability to obtain ten (10) units per acre with a lower income housing density bonus. As the Community attracts senior citizens for health and retirement purposes, apartment living will be more common. There is a specific demand for apartments, generally inspired by the lower ranks of military service personnel with dependents who are often short term residents of the Community.

B. **Current Housing.** The median price of a home in the City is $67,300, considerably less than what is generally found in California.

C. **Housing Development Patterns.** There are five housing styles and types in the Community.

1. **Homestead.** These units are scattered and were built on large lots when the land was available to individuals under the Homestead Act. The units today represent a broad range of residential types, from vacation homes to lower income residents who opt for a secluded lifestyle. Most of this land is on the fringe of the City and is zoned Rural Living with some large lot Single Family (RS) designations.

2. **Estate.** These homes are generally found on medium to large size lots in areas such as Harmony Acres and Sherman Highlands.

3. **Tract.** Tract consists of a wide economic range of single family units. Upper level tract homes can be found in the Ben Hunter Tract, Sunmore Estates and Indian Cove, mixed homes in the Hansen Tract and a general working class segment in the Chocolate Drop and Smoketree areas. Lower or assisted income segments are also found in the Smoketree area. There are, generally, buildable vacant lots interspersed in these areas that have adequate infrastructure and may be built upon. Generally, these lots are available for under $10,000.

4. **Downtown.** Entwined with the commercial district in the vicinity of Twentynine Palms Highway and Adobe Road are numerous developed and vacant small sized RM lots. These lots generally contain single family, duplex, tri-plex or four-plex units, and generally house families of modest or limited incomes. These areas are potential locations for institutional uses and group quarters.

5. **Project.** There are a variety of apartment units available located on RM parcels in the City, mostly oriented to military personnel and their families. Generally, the income level is low but through the military housing programs, subsidies are available.

6. **Commuting.** Although many of the residents are commuters, the relative isolated location of the Community keeps the numbers relatively low. The economy is based on providing civilian services to the Military Base and tourist activity serving the traffic to and from the Colorado River and the Joshua Tree National Park.

Section VIII
HOUSEHOLD CHARACTERISTICS

The City's economy is generally based on providing civilian services to the Military Base and tourist activity related to the Joshua Tree National Park. Because of the climate, some people have retired or moved to the area for therapeutic reasons. A large percentage of the area residents are natives of the area, which is an unusual attribute for Southern California.

As the City diversifies and grows it still may adhere to its desert image and remain open in appearance while amply providing the housing needs of all of the citizens.

The following discussion addresses household size, household income, and the presence of special populations:

A. **Total Households.** The City's incorporated area was taken out of a much larger census tract and the Twentynine Palms Post Office Zip Code encompasses a much larger area. Consequently, there is no reliable, consistent and comparable historical data on total households in the city area.

According to the Southern California Association of Governments (SCAG), the City currently has 5,319 households. Their forecast for 2005 is 6,353, an increase of 1,034, or 15.4%. This projection represents an increase of 207 per year. This forecast appears overly optimistic considering the City's recent history. During calendar years 1996 through 1999, new construction within the City totaled 28 single family residences. And no multi-family structures were built. During this time, four housing units were demolished. The net gain, therefore, is six housing units per year, approximately 3% of the SCAG forecast.

The population at the time of incorporation (November 23, 1987) was 11,970 and was estimated to be 15,400, based on projections provided by the U. S. Census Bureau, prior to annexation of the Marine Corps Air Ground Combat Center Mainside. It is estimated

that the annexation added 10,000 residents to the City. The current estimated population is therefore 25,400.

B. **Household Income.** According to the 1990 Census, the City has a lower median income than the County at large, $24,527 *vs.* $36,000. The income deficit is offset by the lower cost of housing in the City. Because the housing costs in the City are generally less, the income levels of the community are adequate for acquiring suitable housing.

C. **Special Populations.**

1. **Large Families.** Large families are not necessarily low income, but in cases where they are, social programs such as day care, and other family assistance social services need to be nearby. According to the 1990 Census, there were 476 households meeting the definition; of these, 233 are owner occupied and 243 are rentals. There is no evidence that there is a problem in the community with lower income large families.

2. **Handicapped.** The SCAG 1990 Census Data indicates 278 persons 16 - 65 years old and 180 people over 65 with mobility or self care limitations; 199 persons 16 - 65 and 171 over 65 with a mobility limitation; 146 people 16 - 64 and 77 seniors with a self-care limitation. In the 16 - 64 category 864 have a work disability with 292 people still in the labor force and 452 prevented from working.

   The City provides for this special population in streamlining the approval process for institutional care facilities. Such facilities are permitted in multiple residential zones and permitted by Special Use Permit in single family zones.

   Although the institutionalized residents do not qualify for assisted housing, the board and care operations for ambulatory residences do. The City, by policy, considers a senior citizen unit as the equivalent of two thirds of a residential unit when calculating density.

3. **Female Head of Household.** The SCAG adjusted 1990 Census figures indicate 336 female heads of households with children under 18 years of age, and 71 female heads of households with no children. There is no indication that there are any housing problems for this class of person at this time. However, the proximity of services such as daycare, social services, shopping, etc., can be critical for this category. The integration of multi-family zoning in and around commercial areas in the City serves as a benefit to such families. The City must also be mindful of this factor in consideration of future requests for changes of zoning, approval of multi-family projects, or other actions that could negatively impact such households.

4. **Farm Workers or Migrant Laborers.** Due to the area being in a desert, there are no agricultural enterprises. Thus, there is no need to house farm workers. Extensive

grape and citrus agricultural activity has developed in Cadiz, California 70 miles northeast of Twentynine Palms. And, additional farming areas are located in the Coachella Valley 90 miles to the southwest. Due to the long distance from the City of Twentynine Palms, this category is not applicable and the City has no obligation.

5. **Homeless.** The City has a minimal population of homeless. The City's Code Enforcement Division has monitored homelessness because it often relates directly to Code violations, and estimates the population to be less than ten citizens. Reverend Albert Shaw opened a soup kitchen in the City to feed homeless people, and remained in operation only a short time, estimated to be only two or three months, because of the lack of need for such a facility. There are from time to time itinerant homeless people passing through the area, but this is minimal due to the City not being on a major transportation route.

   An accurate count of itinerant homeless people is difficult due to their use of vacant homestead shacks as temporary shelter. Often these premises are located around the fringes of the City. City staff requested information from the San Bernardino County Sheriffs Department (the City's police department by contract). According to Administrative Sergeant Ross Tarangle, deputies seldom deal with problems associated with homelessness in the City. Tarangle reports that occasionally deputies encounter homeless persons occupying abandoned structures in the City, but these reports are termed "very rare" by the Sheriffs Department. The Sheriffs Department estimates that the homeless population in the City is less than five persons.

   The City allows homeless shelters to be constructed as "group quarters" in any property zoned for Multi-family Residential (RM) or Rural Living (RL). In these categories, there are abundant vacant lands and existing facilities which could be converted to shelters if the need arises.

6. **Elderly.** The community contains a younger population. The United States Census Bureau indicates the median age at 27 years old. Census figures indicate that seniors, 65 years and older, comprise only 9.8 percent of the population. The over 65 year segment amounts to 1,506 persons; 905 households. Of the 905 households, 748 are owner occupied and 157 are renters. Elderly persons have special needs to be taken into consideration by the City in approving multi-family projects or senior care facilities.

Section IX
HOUSING CHARACTERISTICS

A. **Total Units and Types.** The total and types of units are taken from figures provided by the County of San Bernardino for the City, which prior to incorporation, included an area much larger than the city. Therefore the unit totals will not be congruent with the numbers previously cited in this Element. The multiple family units will mostly be in the City; the single family units will also include County areas.

The figures indicate the preponderance of single family homes and their continued preference as residences in the City. The slight increase in multiple-unit activity can be attributed to the private sector attempting to supplement Base housing.

According to the 1990 Census, the following are the housing characteristics for the City

HOUSEHOLDS BY TYPE

Total households	4,530
Family households (families)	3,196
Married-couple families	2,459
Percent of total households	54.3
Other family, male householder	181
Other family, female householder	556
Non-family households	1,334
Percent of total households	29.4
Householder living alone	1,091
Householder 65 years and over	354
Persons living in households	11,816
Persons per household	2.61

GROUP QUARTERS

Persons living in group quarters	5
Institutionalized persons	0
Other persons in group quarters	5
Total housing units	5,958

OCCUPANCY AND TENURE

Occupied housing units	4,530
Owner occupied	2,332
Percent owner occupied	51.5
Renter occupied	2,198
Vacant housing units	1,428
For seasonal, recreational, or occasional use	100
Homeowner vacancy rate (percent)	4.7

Rental vacancy rate (percent)	15.9
Persons per owner-occupied unit	2.60
Persons per renter-occupied unit	2.62
Units with over 1 person per room	294

UNITS IN STRUCTURE

1-unit, detached	4,290
1-unit, attached	128
2 to 4 units	768
5 to 9 units	200
10 or more units	74
Mobile home, trailer, other	498

VALUE

Specified owner-occupied units	2,030
Less than $50,000	390
$50,000 to $99,000	1,349
$100,000 to $149,000	223
$150,000 to $199,999	42
$200,000 to $299,999	20
$300,000 or more	6
Median (dollars)	67,300

CONTRACT RENT

Specified renter-occupied units paying cash rent	2,115
Less than $250	287
$250 to $499	1,606
$500 to $749	219
$750 to $999	3
$1,000 or more	0
Median (dollars)	368

B. **Housing Ownership.** According to the 1990 Census, 2,332 (51½%) of the homes in the City are owner occupied, and 2,198 are renter occupied. The percentage of home ownership in the City is slightly less than the State average but this is due to the high number of residents who are stationed here on assignment at the Marine Corps Air Ground Combat Center.

C. **Housing Condition.** The City's Code Enforcement Division places a high priority on identifying substandard housing. The Divisions reports, as of January 10, 2000, that fifteen substandard residential structures exist in the community. Of these, it is estimated that ten are beyond repair and should be torn down with the other five in need of structural repair.

D. **Housing Costs.** Housing costs in the City continues to be far below that found regionally and statewide. The present median home cost in the state is $178,000; the Riverside/San Bernardino median is $135,000 and the Hi Desert median, including the Victorville/Apple Valley area, is $79,500. However, based on information provided by the Southern California Association of Realtors, the median price of a home in the City of Twentynine Palms is $59,500.

The City's median cost is therefore 75% of that found in the local region, 45% of that found in the County, and 33% of that found elsewhere in the State.

1. Housing Prices for Residences in Twentynine Palms

Unit Type	Price Range
1 Bedroom	$35,000 - $45,500
2 Bedrooms	$35,950 - $84,500
3 Bedrooms	$47,500 - $119,500
4 Bedrooms	$56,900 - $135,000

2. Apartment Rental Rates are also very low compared to state and regional averages.

Unit Type	Range (per month)*
Studio	$235 - $275
1 Bedrooms	$245 - $350
2 Bedrooms	$375 - $475
3 Bedrooms	$500 - $900

* Source, Del Gagnon Real Estate, Plaza Realty, Twentynine Palms.

E. **Vacancy.** According to local real estate professionals, the vacancy rate for rentals is approximately 10-15 percent. Therefore, there are approximately 220 to 300 vacant rentals in the City.

F. **Condominium Costs.** Due to the low price for single family detached housing there is no demand or reason for a condominium ownership market. Consequently, there are no condominium projects in the City even though there is no prohibition or onerous conditions associated with any potential application.

G. **Mobile Homes.** The City of Twentynine Palms has thirteen mobile home parks, with a cumulative total of 363 mobilehome sites. The City's Code Enforcement staff conducted an accounting of available mobilehome sites in the City between February 4, 2000 and February 8, 2000, and determined that 108 of the sites, or 26%, are vacant. Therefore, due to the low relative cost of mobile home living, there is ample opportunity for low income housing in the City's mobilehome parks.

H. **Housing Availability.** Affordable housing, both for sale and for rent, is generally available in the City. There remains a healthy stock of apartment units for rent and single family residences for sale. The key issue is attracting employers to provide jobs so that the people can afford to purchase the available stock. The challenge will be to stay abreast as the new progress raises the values of the area which could force lower income segments out of affordable housing opportunities.

Section X
HOUSING PROBLEMS AND NEEDS

A. **Affordability.** Despite the incredible low housing cost and rents, there is still a problem with affordability due to the low wages and low income level of the area. Many families are forced to spend more than twenty-five percent of their income for housing. Few families can produce the required down payment for the purchase of a house.

B. **Market Constraints.** A primary goal of the City is the attraction of alternative employment into the area. This may include clean non-polluting light industry, destination oriented commercial tourist facilities and health care facilities that capitalize on the desert environment. The City's efforts are focused on broadening the base of economic opportunities in the community.

As a result of military sponsored Base housing constructed in the City, and the short and medium range deployment of troops from the local base, housing values in the City have not been strong over the past five to ten years. However, recent upward trends give the community reason to be optimistic.

1. **Land Cost.** The cost of land in Twentynine Palms is low. Buildable lots are available in the $3,000 to $5,000 range. Compared to the $50,000+ price per lot in the urban areas, these prices should be a positive incentive towards the provision of decent housing for all economic segments.

2. **Construction Cost.** The ever rising cost of building materials effects the cost of housing. Add the fact that most materials have to be shipped in over a long distance by truck since there is no railroad service to the area. Labor costs, however are reasonable due to the heavy competition for jobs and the availability of necessary skills in the Community.

3. **Financing Costs.** Interest rates for home mortgages continue to be very affordable. However, given that there are limited job opportunities in the immediate region, many residents have difficulty sustaining an income level sufficient to purchase a home. Again, the City's focus on economic development is key. The City has on staff an economic development specialist whose has the responsibility of attracting

industry to the City.

4. **Property Tax.** Due to the low cost of housing, the property taxes are relatively low and do not impact the availability of affordable housing.

C. **Government Constraints.** The availability and cost of housing can be significantly influenced by governmental actions, constraints, and even political attitude on development of housing. Generally, the City provides efficient review and approval of housing developments.

1. **Fees.** The City of Twentynine Palms requires certain fees for services as does every jurisdiction. The City has always endeavored to keep fees low. And, the City's fees are the lowest in the region when compared to other nearby jurisdictions. The City has not imposed development fees since incorporation in 1987. Development fees may someday be instituted as a means method whereby the City can provide adequate infrastructure for the new developments. However, at this time, development fees are not instituted.

   The Twentynine Palms Water District also has lower water meter charges than those of the neighboring districts which is an incentive to the development of modestly priced homes in the City.

   The Table below indicates fees applicable to residential development in the City:

Type of Permit	**Fee**
Pre-Application	Free
Development Review	Free
Minor Subdivision	$981.10
Major Subdivision	$3,052.40 + $31.70/lot
Planned Unit Development	$1,835.90
Conditional Use Permit	
One acre	$850.00
Five acres	$1,190.00
Over 5 acres	$1,630 to $5,000
Plan Check/Building Permit Fees	
1,000 Sq. Ft. Home	$651
1,500	$840
2,000	$1,010

2. **Time in Processing.** The City has minimal turn-around time for plan check and building permit issuance. This is relevant because the quick turn-around minimizes

costs to builders and the ultimate consumer.

Application	**Processing Time**
Minor Subdivision	3-4 Weeks
Major Subdivision	2-3 Months
Conditional Use Permit	2 Months

3. **On Site Improvements:** The City of Twentynine Palms has a procedure for a developer to defer and phase in improvements, such as curb & gutter, paved parking, landscaping, etc. Required street half-widths, exclusive of major arterials, is 30 feet, and improvement standards are not excessive.

4. **Development Standards:** The City of Twentynine Palms has reasonable development standards. The open space requirement is not onerous since the cost of land is extremely low. Also due to sanitation requirements for septic system and leach lines, the extra open space is not waste area, plus the area adds to the residential amenities for all economic segments without impacting the cost. The open space (*i.e.* non-impervious surface requirement in residential zones is sixty percent (60%) in single family zones and forty percent (40%) in the multiple family zone.

   The City has a goal of having five (5) acres of park per 1,000 population and ten (10) acres of open space per 1,000 population. These goals are not implemented as a requirement for development. Therefore, the open space requirements do not impede the development of housing in the community in any manner.

5. **Land Use Controls.** The City does not have development standards that would hinder the development of affordable housing. The following is a discussion of the relevant standards:

   (a) **Height Limitation.** A height limitation of 35 feet is in place for structures; this would allow for development of a three-story structure. Typically, considering the low cost of land, and the high cost of vertical construction over 35 feet, it is not feasible to build higher structures.

(b) **Building Setback.** Building setbacks do limit the amount of buildable area of a lot. However, the City's standards are not excessive. The following setbacks apply to residentially zoned property:

Table I BUILDING SETBACK	Front Yard	Side Yard	Rear Yard	Street Side
RL Rural Living	25	15	20	25
RS Single Residential	25	10	15	15
RM Multiple Residential	25	10	15	15

Due to the low cost of land in the City, the setback requirements result in minimal financial impact to the development of affordable housing.

(c) **Parking Standards.** The City's parking requirements for residentially zoned property is as follows:

Table II PARKING REQUIREMENT	
RL Rural Living	Two parking spaces for each dwelling unit.
RS Single Residential	Two parking spaces for each dwelling unit.
RM Multiple Residential	One covered parking space per dwelling unit.

Due to the low cost of land in the City, the parking requirements result in minimal financial impact to the development of affordable housing.

6. **Service and Facility Infrastructure.**

(a) **Sewer:** The entire City is serviced by septic systems or seepage pits and does not have sewer service. This situation is an advantage in that there is no sewer connection fee, which in most jurisdictions far exceeds the cost of a septic system. This lack of sewer does affect the density of housing in that a moderate amount of area is needed for leach lines and reserve capacity.

(b) **Water:** Water is provided by the Twentynine Palms Water District. The source of the water is from natural ground water. According to the Water District, there are ample supplies of water for the foreseeable future. Presently, the water does not require treatment, although it has a high natural fluoride content. In

an effort to expand the available water source, the Water District is in the early stages of developing a treatment facility that would extract fluoride from high-fluoride water.

(c) **Streets and Lighting:** Private developers are required to pay for the construction of curb and gutter and all new streets that are used or deemed necessary for the project. These street costs are passed on to the buyer and impact the cost of housing.

Due to the City's objective of keeping a clear desert sky, the required street lighting is usually the minimum necessary for security and traffic safety. This policy translates into lower home cost, as the buyer is not paying for expensive lights and street lighting maintenance.

7. **Building Code Enforcement.** The City of Twentynine Palms administers construction by following the Uniform Building Code (1997 version). The standards impact the cost of housing, but such standards are necessary to ensure a safe structure that will hold its value if properly maintained. Additionally, the City has a dangerous building ordinance and takes action to condemn and cause to be demolished, structures that deteriorate to the point of being dangerous and not economically feasible to repair.

8. **Blight Removal.** The City Council, acting in their role as the Redevelopment Board, has approved its Five Year Redevelopment Implementation Plan to cover FY 99-00 through FY 03-04. Anticipated gross revenue to the Agency for the five year planning period is $598,343. Twenty percent of the Agency's revenue, or $119,669 must be set aside in the Agency's Low and Moderate Income Housing Fund (Housing Fund) pursuant to Health And Safety Code Section 33334.2. The Housing Fund's portion of this amount may be used only for certain expenditures related to the development of low and moderate income housing.

The community and the region has not experienced a shortfall in housing stock during the previous five year planning period. Because there is nothing to indicate an imminent change in the availability of affordable housing, the Agency's priorities will be for enhancement of existing units rather than development of additional units. The Agency recognizes, however, that there could be a future need to increase the supply of affordable housing units, and has therefore included a program in the Five Year Plan, *Street Improvements For Low and Moderate Income Housing,* to augment this effort.

The following is a summary of housing programs included in the Five Year Implementation Plan:

Loans for Low Income Property Blight Removal - For housing units occupied by low income citizens, a program could be developed to make loans available for removal of blight. Incentives may also be added to forgive the debt for those properties that are maintained in good repair.

Blight Removal Grants for Low Income Properties - Funding could be made available to owners or tenants of low income properties for purposes of blight removal.

Street Improvements For Low and Moderate Income Housing - A portion of the cost of offsite improvements could be borne by the Agency for those projects which add to or improve the City's low and/or moderate income housing stock.

9. **Overcrowding.** A housing unit is considered overcrowded if it contains more than 1.01 person per room. Generally, overcrowding results in greater wear and tear on the unit requires higher expenditures for upkeep and repairs. When overcrowding is associated with lower income segments, the problems are exacerbated in that the lower income family can usually afford only a smaller house. The 1990 Census indicates 146 units with more than 1.01 persons per room. This figure is not statistically significant being less than 5 percent of the families; however, the need is not to be ignored.

   Generally, the City is in good shape with regard to this category with a mean number of rooms per unit in the community at 4.6, which is adequate for the average household size of 2.6 persons per household.

10. **Current and future needs.** In the present economic and social situation, the City of Twentynine Palms has an abundance of available and affordable housing. There is, however, a lack of employment opportunity in the vicinity. The City is addressing the economic situation by pursuing an expanded employment base. The provision of employment would produce potential buyers who could furnish the required down payment and be financed by lending institutions.

    SCAG establishes a Regional Housing Needs Assessment (RHNA). The regional needs, as assessed by SCAG is:

Very Low Income Housing Units	271
Low Income Housing Units	172
Moderate Income Housing Units	215
Above Moderate Income Housing Units	377

D. Energy Conservation in New Development

Low income renters are generally the most severely impacted by rising energy costs, the City therefore has a responsibility to ensure that available energy conservation methods are utilized and employed in the development of housing. Pursuant to CALIFORNIA GOVERNMENT CODE Section 65583(a)(7), municipalities are required to conduct an analysis of opportunities for energy conservation with respect to residential development.

The City endorses all methods and programs that promote energy conservation that results in achieving state standards.

1. **Utility Companies.** Utility companies have energy conservation programs to assist with the installation of various energy conservation systems and/or appliances.

   (a) Southern California Edison Company (SCE) provides electric service to City residents and offers a variety of programs to low income citizens. These programs include:

      (1) California Alternative Rates for Energy (CARE). A 15% discount on electricity costs is provided for income qualified customers. This plan provides direct financial assistance to low income citizens.

      (2) Energy Assistance Fund (EAF). EAF help qualifying customers in financial hardship with their winter electric bills. Typically, winter electric bills are not excessive in the desert. However, this plan is available for those who qualify.

      (3) Level Pay Plan. This plan allows SCE customers to spread their monthly electric costs evenly over each month. Cost savings do not result, but the even billing plan is beneficial to those with limited income, especially in summer months when electric costs for evaporative coolers/air conditioning can be high.

      (4) Medical Baseline Allocation. Financial assistance is provided to persons on life support or with qualifying illnesses. While this program is not specifically targeted toward low income persons, it could be utilized by low income persons with a medical hardship.

   (b) Southern California Gas Company has two programs for low income customers.

      (1) A no-cost weatherization program is offered and it provides attic insulation and water blankets for those who qualify.

      (2) A no-cost furnace repair and replacement service is available to low income residents.

2. **Solar Energy.** The City of Twentynine Palms has approximately 300 days of sunshine per year which provides opportunities for additional development of solar energy. The following policies on solar energy are contained in the City's General Plan Conservation Element:

Active solar energy policies:

The City shall encourage the use of active solar energy for the use of water and building heating by permitting the establishment of the solar panels on private property without development penalties (i.e setback, building coverage and aesthetics).

The City shall promote the area for solar energy research and testing in both academic and manufacturing circles.

Passive solar energy policies:

Landscape policies should encourage the placement of deciduous trees on the south sides of buildings.

Windows and eaves overhangs should be placed in a manner that permits "greenhouse effect" warming in winter but shading the area in summer while the sun is higher in the horizon.

Solar access shall be considered and protected by Site Development Plan and/or Subdivision review. This review includes lot orientation, setbacks from banks, building height limitations and setbacks from each other, etc.

Encourage the efficient use of insulation materials in the construction of structures.

Establish policies that will encourage the retrofiting of existing structures with energy conservation devices.

3. **Additional Considerations.** The State Subdivision Map Act includes additional standards and requirements for energy conservation. The City will apply these standards upon the review of subdivisions.

Section XI
QUANTIFIED OBJECTIVES

The following Table indicates the City's objectives in promoting and assisting affordable housing:

Income Level	New Construction	Rehab	Conservation
Very Low Income	100	50	250
Low Income	100	50	150
Moderate Income	50	35	50
Above Moderate	25	0	0

Redevelopment. The Programs identified in the City's Five Year Redevelopment Implementation Plan will make loans or grants available for low income property blight removal and provide funding for street improvements for low and moderate income housing. These programs are designed to add to or improve the City's low and/or moderate income housing stock.

Section XII
HOUSING PROGRAMS AND POLICIES

Despite the relatively low desert residential density, the City should have no problem with regard to providing housing for all segments of the Community, present and future. The key will be to be on the alert for appropriate assistance programs and/or be tolerant on housing assistance conditions to keep abreast when the land values and prices increase as the Community grows and prospers.

A. **Regional Responsibilities.** With regard to housing, the City of Twentynine Palms has little in common with the San Bernardino and Southern California regions. The City recognizes, however, that it must contribute its fair share of housing for the region.

B. **Housing Needs Statement.** SCAG's RHNA, dated November 4, 1999, indicates 2,785 households or 52% of the Community's housing qualifies as lower income households. This figure should be compared with the County total of 39% which indicates that the Community has a disproportionate number of lower income families.

Of the lower income households, 1,850 pay more than thirty percent (30%) of their income for housing; this figure amounts to 66% of the lower income families. Of these, 1,065 are renters and 785 own their homes.

However, these figures are mitigated somewhat, due to the prospect that an unknown number of these households are for military personnel who receive supplemental benefits and a housing allotment that would indicate that the predicament is not quite as bad as it

may appear. For example: an E-2 ranked military head of household, which is the typical lowest income military family, receives a beginning monthly pay of $1,127.40 per month. At thirty percent, he or she would be paying $382 per month for rent. For a two bedroom rental unit, high end, the rent would be $475.00 per month, which would indicate that the individual was over paying. However, the military also provides a monthly allowance for housing, which in this case would be $395 per month (assuming that the family in this example has dependents as he/she is renting a two bedroom, high end unit). This situation reduces the actual rent paid out of the individuals salary to $93.00, or nine percent of the gross salary, which is within acceptable limits. In essence, the housing is supplemented and the lower income impacts of the relatively low salary is impacted in non-housing areas.

The Needs Assessment Report indicates the anticipated growth of the City from the 1999 SCAG estimate of 5,319 residential households to a forecasted 6,353 in 2005. This increase of 1,034 households is an increase of 138 units per year.

C. **Preventing the Loss of Existing Low to Moderate Income Housing Units.**

1. **Mobile Homes.** There are approximately 407 mobile home units in the Community. These coaches are older types in older standard parks and generally provide inventory of available low income households.

   The State Department of Housing and Community Development has a program to finance resident ownership of mobilehome parks. To assist the coach owners in mobile home parks, the City will serve as a liaison with the State for implementation of the program.

2. **Units at Risk.** Of the low income units that are receiving federal assistance such as low interest loans to the developers, none are currently at risk of losing their current status.

3. **Low & lower income unit protection.** At the present time over ninety percent (90%) of the available units on the market qualify for low or lower income housing. These units, however, are on the free market which means that a turn to prosperity could raise the achievable rents above the referenced threshold for low and lower income households, thereby displacing them with more affluent groups. Thus the present lower income family opportunity situation can not be assumed to be fixed. There are, however, 600 units of 801 housing for low income Base personnel. These units are tied into a twenty (20) year lease, hence will not change within the next ten (10) years.

   There is also a Farm Home senior citizens low income project of 65 units that is tied to a forty (40) year mortgage where the rents are fixed by the conditions of the

financing source. These will not be lost in the next ten (10) years either.

There is also a bonus density project of twenty (20) units, two (2) of which are held by contract for lower income households for the next thirteen (13) years.

D. **Existing Housing Programs.**

1. **Section 8 (existing) Housing.** The section 8 housing assistance program was established under Title II of the Housing and Community Development Act of 1974. Since the City of Twentynine Palms is a non-entitlement city; *i.e.* under 50,000 population, the program is administered by the Housing Authority of the County of San Bernardino. At the present time there are only eleven families residing in the Twentynine Palms Community receiving Section 8 assistance.

2. **Density Bonuses.** The State of California has passed legislation, which has been amended from time to time, that requires a city to enter into an agreement when a developer proposes to provide a set percentage of housing units for low income families. The City of Twentynine Palms has such a program to address this requirement, and has entered into two such agreements. One project of twenty (20) units, two for lower income housing which is completed and occupied and all of the units qualify as lower income housing; and, a sixty unit Farm Home Loan senior citizen housing project for which all of the units so qualify. Also within the City is the 801 Housing project of 600 units for low and lower income military personnel and families.

Section XIII
HOUSING ACTION PROGRAMS

At the present time, there is sufficient affordable housing in the City. What is needed more than available housing is available income which can only be provided by adding to the economic employment base of the City. To this end, the City has hired a Management Assistant to serve as an economic development specialist, targeting new potential business opportunities for the City.

The City of Twentynine Palms, due to the military domination of the economy, will continue to bear a disproportionate number of lower income families. The City, however, accepts this situation and is committed to do all it is able to do to assure decent housing for all of the citizens. As the City improves its economy it will need to increase its commitment to continue to provide affordable housing because an improved economy will bring on higher property values and the City will move nearer to the state average in home costs.

Housing Action Proposals:

A. **Statement:** Provide loans for low income property blight removal. - For housing units occupied by low income citizens, a program will be developed to make loans available for removal of blight. Incentives may also be added to forgive the debt for those properties that are maintained in good repair.

Responsibility: Community Development Department, Redevelopment Agency.

Financing: Redevelopment set-aside funds and staff resources.

Objective: The elimination of existing blighted conditions, be they properties or structures and the prevention of recurring blight.

Methods: Implementation of programs established in the Redevelopment Five Year Implementation Plan.

Time Frame: As sufficient set aside funds become available, 2003 and beyond.

B. **Statement:** Provide Redevelopment assistance for street improvements for low and moderate income housing.

Responsibility: Community Development Department, Redevelopment Agency.

Financing: Redevelopment set-aside funds and staff resources.

Objective: Encourage development of low and moderate income housing.

Methods: A portion of the cost of offsite improvements will be borne by the Agency for those projects which add to or improve the City's low and/or moderate income housing stock.

Time Frame: 2001 and beyond.

C. **Statement:** Insure that all citizens will continue to have a safe and sanitary residence through continued code enforcement.

Responsible Agency: Building Division, Code Compliance Office, Fire Chief and Sheriff.

Financing: City funds, staff resources and contract service.

Objective: Continue dangerous building abatement and continue sound reasonable application of the building, plumbing, electrical and fire codes, while pursuing programs

to improve the infrastructure serving housing areas without financial burden on the residents.

Time Frame: Continuous.

D. **Statement:** Use adopted Redevelopment programs to assist a minimum of three low income residents per year in meeting their housing needs.

Responsible Agency: County Housing Agencies, coordinated by the City Community Development Department.

Financing: Grants and assistance as may become available. Continued use of Section 8 funds (by the County Housing Authority), Redevelopment set-aside funds and potential Housing Revenue Bonds, where feasible.

Objective: Assist as many deserving needy persons as possible, given fiscal restraints and circumstances.

Time Frame: Continuous.

E. **Statement:** Investigate new or existing state and federal programs to assist housing programs of new or rehabilitated housing projects.

Responsible Agency: Community Development Department, Board of Realtors.

Method: The City is presently concentrating on the rehabilitation aspects of the new Redevelopment project.

F. **Statement:** Inspect a minimum of ten housing units per year, as identified by the City's Building & Safety and Code Compliance Divisions, and provide an analysis of building, health and fire code deficiencies; provide literature and available information to assist in prevention of code deficiencies.

Responsible Agency: Building & Safety Division, Code Compliance Division, Fire Department, County Health Department.

Financing: General Funds.

Objective: Prevent, at the outset, the deterioration of residential structures that would impact the availability of decent housing in the community.

Time Frame: Continuous.

G. **Statement:** Protect existing mobile home parks from being vacated due to change of use or provide for relocation alternatives.

Responsible Agency: Community Development Department, Redevelopment Agency.

Financing: Redevelopment Housing Funds.

Objective: Prevent the loss of lower income housing through economic eviction.

Method: Provide for the ability of mobile home park residents to organize and have first right of refusal in the purchase their parks, in the case that it is put on the market for sale (thereby avoiding a string of economic rent raises as each new owner attempts to recoup his/her investment. The City will assist the residents through legal counsel and by waiving the requirement for a subdivision to form a "stock cooperative" comprised of present residents.

Time Frame: Continuous.

H. **Statement:** Provide information to owners of mobile home parks to ensure compliance with local and State laws; assist park operators in maintaining compliance with applicable regulations.

Responsible Agency: Community Development Department, Building & Safety Division, Code Compliance Division, Redevelopment Agency.

Financing: Redevelopment Housing Funds.

Objective: Prevent the loss of lower income housing opportunities presently available in mobile home parks.

Method: Ensure minimum standards are upheld in an effort to prevent deterioration of existing resources. Expedite processing of applications for expansion of existing or establishment of proposed new parks.

I. **Statement:** Continue to streamline processing procedures and keep processing costs at a minimum.

Responsibility: Community Development Department, Planning Commission, City Council.

Financing: City Funds and staff resources.

Objective: Keep the cost of providing housing lower in the City which will enable us to keep pace with the provision of affordable housing.

Methods: Scrutinize any proposed procedure as to its impact on processing timing and cost; to include within the present CEQA time-frame, any new mandated reviews that may be passed by the State; to continue to provide basic services, such as free pre-application review.

Time Frame: On-going.

J. **Statement:** Develop a Fair Housing Program.

Responsibility: Community Development Department, Code Enforcement Division.

Financing: City Funds and staff resources.

Objective: Development of an information program for those citizens who feel they have been discriminated against with regard to housing.

Methods: Development and distribution of informational material regarding resources available to citizens, such as the Inland Fair Housing and Mediation Board.

Time Frame: On-going.

K. **Statement:** Purchase HUD properties and develop units for Low or Very Low income residents.

Responsibility: Community Development Department, Redevelopment Agency.

Financing: Redevelopment Set-aside Funds and staff resources.

Objective: Repair of blighted properties and decent housing for those most in need.

Methods: Purchase of HUD properties in the City, refurbishing the units with Redevelopment Set-aside funds, and development of a program to provide the housing to Very Low and Low income residents.

Time Frame: FY 2000-01.

Section XIV
PUBLIC PARTICIPATION

The public review process for this document was May 2, 2000 to May 26, 2000. The public review commenced with a Planning Commission Study Session. Citizens were afforded an opportunity at the Study Session to provide comments and suggestions. Copies of the draft document were provided to the following local agencies, requesting their review and comment:

Marine Corps Air Ground Combat Center
City of Twentynine Palms Community Services Director
Twentynine Palms Water District
Twentynine Palms Chamber of Commerce
Twentynine Palms Senior Citizens Club
Morongo Unified School Disrict
County of San Bernardino, First District Supervisor's Office
San Bernardino County Sheriffs Department

Public Hearing/adoption process:

Planning Commission Public Hearing, June 6, 2000

City Council Public Hearing and Adoption June 27, 2000

Chapter IV

Safety Plan

Planning Commission Public Hearing
February 5, 2002

City Council Public Hearing/Adoption
February 26, 2002

Section I
VISION

The City of Twentynine Palms will be a safe place to live. Low crime, safe streets, quiet neighborhoods, and protection from natural hazards will be community assets found and maintained in the City.

Section II
PURPOSE

Embodied in the Safety Plan is the City's master plan for ensuring the City's vision with regard to providing a safe place in which to live and visit. The Plan coordinates the planning of services with the demand for and availability of service. In addition to identifying the agencies which provide protection service, the Plan provides goals, policies and programs which, through implementation, are essential in achieving a safe living environment for all residents and visitors.

Section III
POLICE SERVICE

Police protection is provided through contract with the San Bernardino County Sheriff's Department. Service is provided from the Morongo Basin station at 6527 White Feather Road in Joshua Tree and Sheriff's Department personnel are provided a satellite office at Twentynine Palms City Hall on Adobe Road. Police services are dispatched from the Communications Center in Victorville but the satellite office is centrally located for efficient response.

Crime reducing projects such as Operation CleanSweep and the Choices Youth Program play an integral role in keeping the City safe. CleanSweep is designed to address problems at local schools, which are not of a significant criminal nature, and allows school personnel to write citations for such

violations. Choices is an activity/education program for at-risk youth; Choices is administered by the City's Community Services Department in cooperation with Sheriff's Department personnel. Additionally, the Juvenile Crime Reduction Plan allows teams of officers to "adopt" a local school to reduce campus-related crime and assist with individual Safe School Plans.

Grant funded special operations help augment patrol effectiveness. Through these programs the Department conducts compliance sweeps, traffic safety checkpoints and other problem-oriented policing efforts throughout the City. The Department's Off-highway Vehicle Enforcement Team patrols back roads for safety violations and nuisance complaints.

The Citizen Patrol Unit is very active in the City. These volunteers provide thousands of hours of additional patrol which assists officers in carrying out their responsibilities in providing police protection.

Section IV
FIRE PROTECTION

Fire protection is provided by the Twentynine Palms Fire Department, a division of the Twentynine Palms Water District. The Department protects 88 square miles, including the entire City. The Department operates two stations, one within the City just south of Twentynine Palms Highway on the west side of Adobe Road, and the other on Lear Avenue north of the City. Response times can be affected by the location of fire stations, and the City's circulation system can provide for the ability of fire apparatus to respond efficiently.

Terrain in and around the City is covered with sparse vegetation consisting of grasses, and other native desert plants. Because of the limited vegetation which occurs in and around the City, wildland fires typically have a slow rate of spread unless influenced by weather or topography. Weather conditions are typically dry and often windy and summer temperatures can easily exceed 100 degrees Fahrenheit. Such conditions may contribute to and intensify a wildland fire. Because fire travels more quickly uphill, portions of the City could experience faster spread than others. Even though areas of steeper terrain are generally less developed, the risk of wildland fire engulfing inhabited structures in the City does exist.

Three classes of slope are used by the California Department of Forestry in calculating the topographic effects on fire severity; they are depicted in Table I.

Table I
TOPOGRAPHIC EFFECTS ON FIRE SEVERITY

Class	Slope	Possible Fire Fighting Methods
Class I	0% to 30%	Direct attack possible with all wheel drive fire trucks, bulldozers, hand crews and aircraft.
Class II	31% to 50%	Beyond operating capability of all-wheel drive vehicles. Drive attack possible with bulldozers, hand crews and aircraft.
Class III	51% or more	Mostly beyond operating capability of bulldozers. Hand crews and aircraft become primary tools.

The Twentynine Palms Fire Department operates a fleet of apparatus capable of suppressing wildland fires and department personnel are trained to the National Wildfire Coordination Group and California State Fire Training standards.

Wildland fuel areas have been identified by the Department; these areas contain higher density of vegetation and are particularly susceptible to wildfire. Some of the more densely developed areas of the City are adjacent the identified wildland fuel areas. These areas include:

- One square mile north of Two Mile Road, between Morongo Road and Mesquite Springs Road.
- South of Two Mile Road in the vicinity of Mesquite Springs Road, including the vicinity surrounding Twentynine Palms High School.
- North of Two Mile Road, between Adobe Road and Utah Trail, including relatively dense residential development in the Ben Hunter Tract as well as areas surrounding Twentynine Palms Junior High School and Twentynine Palms Elementary School.
- North of Twentynine Palms Highway, west of the downtown extending east to Utah Trail.
- North of Baseline Road between Utah Trail and Adobe Road, including the area surrounding Palm Vista Elementary School.

Additionally, heavy wildland fuel areas have been identified by the Department along the west side of Mesquite Springs Road, north of Amboy Road. This area is outside the City limits, but because of its close proximity to the City, a wildland incident could impact City residents. This area is also outside the Twentynine Palms Fire District but the Department responds to calls for service in this area through mutual aid agreement with the County of San Bernardino.

Section V
DISASTER PREPAREDNESS

The City uses the Standard Emergency Management System (SEMS) as mandated by the State of California. All City department heads and most second and third tier supervisors attend a week-long earthquake preparedness course presented by the California Specialized Training Institute. Emergency drills are conducted at least annually.

City Hall is equipped with an emergency generator and will be used as an Emergency Operations Center (EOC) in case of natural or technological disaster. The City's Public Works building and Patriotic Hall are also equipped with emergency generators and can provide emergency shelter or operational ability as alternates to the EOC if needed.

Communications in the EOC are provided by dedicated telephone lines that are activated when needed; computers are connected by the phone line to the County of San Bernardino EOC.

In the case of major disaster, the citizens of the community will need to be well prepared and oriented if chaos is to be avoided. The continued functioning of both police and fire during any catastrophe must be assured. The most probable events that would have a disruptive effect on the community are: radiation accident, major transportation accident (such as an airplane crash), major fire, explosion, act of war, collapse of a public building during occupancy, and/or earthquake, flash flood or landslide of major consequence.

Section VI
EMERGENCY MEDICAL AID

Emergency medical response is provided by the Morongo Basin Ambulance, a non-profit organization licensed through the County of San Bernardino as an ambulance provider. MBA is the provider for medical aid and ambulance service in the City for response to 911 calls. Service is dispatched from Joshua Tree, but MBA has a satellite station on Adobe Road, south of Twentynine Palms Highway.

Section VII
CODE ENFORCEMENT

A. Dangerous Building Abatement

In addition to contributing to blight in the community, abandoned buildings often lead to vandalism and other unlawful activity. When in a state of deterioration, these structures pose a danger as well as a nuisance. The City's Code Enforcement Division has a program of dangerous building abatement in which inspections are scheduled and warrants are sought in cases where reconstruction is not viable or feasible. In cases where demolition of an abandoned building is not possible, Code Enforcement staff directs the boarding up of such structures to prevent unauthorized entry, vandalism, and illegal activity.

B. Trash, Refuse, and Junk

The accumulation of trash, refuse, and junk constitutes a safety hazard, creating vector problems, and/or increasing the likelihood of increased vermin and bacteria. The City's Code Enforcement Division works closely with County health officials, citizens and property owners to ensure that violations are remedied.

Code Enforcement efforts are reactive, responding to citizen inquiries and complaints and pro-active, seeking warrants to abate the most serious violations.

Section VIII
SEISMIC SAFETY

A. Seismic Mapping

Seismic activity in the immediate region has been primarily the result of northwest and eastward-trending fault systems. In 1972, the State of California adopted the Alquist-Priolo Special Studies Zones Act, later renamed the Alquist-Priolo Earthquake Fault Zoning Act. The Act requires the State Geologist to prepare maps showing regulatory zones around active faults, within which local jurisdictions must require the preparation and submittal of geological reports for proposed development projects. Structures for human occupancy cannot be constructed within 50 feet of a known active fault.

B. Known Faults

The State of California, pursuant to the Alquist-Priolo Act, has provided the City with maps indicating the active earthquake faults in the community. There are two significant faults crossing the community, the Pinto Mountain Fault and the Mesquite Lake Fault.

- The Pinto Mountain Fault is a east-west trending fault, extending east and west of the City. It transects residential areas and parallels Twentynine Palms Highway throughout most of the westerly portions of the City. Total length is estimated by the California Department of Conservation to be 73 kilometers. The Pinto Mountain Fault is an active strike-slip fault with left lateral movement, capable of producing a 7.0 seismic event.

- The Mesquite Lake Fault transects, generally, less developed areas in the easterly and northeasterly portions of the City and is the major northwest-trending fault in the City and the surrounding area. Total length is estimated by the California Department of Conservation to be 88 kilometers. The Mesquite Lake Fault is an active strike-slip fault with right lateral movement, capable of producing a 7.1 seismic event.

C. Seismic Hazards

Seismic hazards include: surface ruptures, ground shaking, ground failures, seismic induced waves (although unlikely in the desert), mud slides, landslides and slope stability. Not all of these hazards would affect the City but are nonetheless addressed in Table II.

Table II **SEISMIC HAZARDS**	
Primary Seismic Hazards - Faults	Although not major faults, movement along either the Pinto Mountain Fault or the Mesquite Lake Fault could do extensive structural damage and could possibly alter the water table.
Secondary Seismic Hazards - Ground Shaking	An earthquake on the Mesquite Lake fault is capable of reaching the magnitude of 7.1 on the Richter scale and a seismic occurrence on the Pinto Mountain Fault could reach a magnitude of 7.0. The peak horizontal bedrock acceleration produced by a seismic event of this magnitude is estimated to be 0.64g, according to a seismic report prepared by Ninyo & Moore, *Geology/soil Conditions/seismicity*, 1990.
Ground Failures	The potential for structural damage is greatest in areas underlain by deep, soft, saturated soils and least in areas of hard bedrock. The extent of structural damage from earthquake vibrations is determined by five factors. They are: 1. The characteristics of the underlying soils and/or rocks, 2. Structural design, 3. The quality of materials and workmanship of the construction, 4. The location of the epicenter and magnitude of the earthquake, and 5. Duration of ground shaking.
Tsunami and Seiche	Due to the inland location of the City and the absence of any significant body of water, the danger or hazard related to this category is implausible.
Slope Stability	There is a hazard from ground shaking during an earthquake as rock slides can occur off of the mountains and hills in or adjacent to the City. Depending on the seismic circumstance, a potential rock slide could cause major damage to persons or structures.

Section IX
FLOODING

A. Flood Control Facilities

Major flood control facilities within the City are managed by the County of San Bernardino Transportation/Flood Control Department. The Department oversees operation and maintenance of the flood control facilities which traverse the City, including the Donnell Basin located north of Donnell Hill. Secondary facilities are the responsibility of the City.

B. Flash Flooding

The climate of the desert entails limited precipitation in the form of rain and sometimes, snow. However, it is not rare to have three-quarters of the annual rainfall occur in one single summer thunderstorm event. Runoff can be intense and can be heavily laden with sediment and debris which can be a primary cause of flood damage.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), dated March 18, 1996, identifies Special Flood Hazard Areas inundated by 100-year floods. These areas are identified as either Zone A, Zone AE, or Zone AO. Other areas of the City are identified as Zone X Shaded, these areas are either, 1) subject to innundation as a result of a 500-year flood, 2) areas subject to innundation as a result of a 100-year storm with average depths of less than one foot, or 3) with drainage areas less than one square mile. Other areas, those not depicted on the FIRM, may be subject to flooding from lesser storms.

Two large residential districts, the Smoketree area generally south of Flood Control Channel, and the Hansen Tract in the southeast portion of the City, are included in the AO zone. FEMA has identified potential flood depths in these areas as one foot.

Historically, the Downtown commercial area was subject to flood inundation. However, with construction of the Donnell Basin, much of the Downtown flooding has been abated and the Downtown is not within the flood zones identified on the FEMA Flood Insurance Rate Map. The County of San Bernardino Transportation/Flood Control Department has developed plans to improve and expand the Basin which will provide even greater protection for the Downtown.

Some commercial districts within the City are in areas identified on the FIRM as either AE or AO Zones. AO Zones, where the anticipated flood depth is one foot, include the north and south sides of Twentynine Palms Highway between Lupine Avenue and Mesquite Springs Road, the intersection of Utah Trail and Twentynine Palms Highway, and intermittently along National Park Drive. The only AE Zone with a commercial designation is along Amboy Road, east and west of Utah Trail; base flood elevation for this area is specified in the FIRM. Development is allowed in these areas, habitable structures are required to be elevated above the identified flood depth.

C. Master Plan of Drainage

In January 1997, NBS/Lowery Engineers and Planners of San Bernardino prepared a Master Plan of Drainage (MPD) for the San Bernardino County Transportation/Flood Control Department. The

MPD included portions of the City and the surrounding drainage areas which contribute to the runoff. Flooding hazards and remedies are discussed in the MPD and it is used as a guideline for design of future flood facilities including channels, pipes, culverts, debris basins, detention basins and non-structural solutions.

D. All Weather Crossings

In the event of emergency, the ability for public service providers to reach a destination is critical. All weather crossings, which play a vital role especially during flash flooding, are located at the following locations:

1. Twentynine Palms Highway, just east of Lupine Avenue.
2. Mariposa Avenue, between Twentynine Palms Highway and Joshua Drive.
3. Larrea Avenue, just north of Twentynine Palms Highway.
4. Mesquite Springs, just north of Twentynine Palms Highway.
5. Adobe Road, between Buena Vista Drive and Civic Center Drive.
6. Utah Trail, south of Joe Davis Drive.
7. Amboy Road, east of Utah Trail.

Section X
TRAFFIC SAFETY

One of the most serious safety problems in any inhabited area is that of traffic safety. Most of the problems are human behavior problems which can only be corrected through enforcement and/or education. However, the City can reduce the loss of life and property through elimination or mitigation of natural or created hazards identified in the City.

The safe and efficient movement of people and goods through and within the community is established as a primary objective of the Circulation Plan. In formulating decisions with regard to circulation design, consideration will be given to and compliance will be ensured with the standards established in the General Plan.

Section XI
HILLSIDE DEVELOPMENT

Types of development and their intensity shall be governed, in part, by slope with the degree of development intensity inversely proportional to the degree of slope. The intent is to limit disruption and alteration of the hillsides and avoid development of unsafe structures while accommodating acceptable levels of development.

Table III provides general guidelines in considering types of development which may occur in areas where slope stability could present risks.

- Permitted Uses are those that are appropriate developments within the stated category, if allowed per the Land Use Plan and the zoning regulations of the City.

- Special Uses are those that may be permitted, again subject to the limitations of the Land Use Plan and zoning regulations, when precautions are taken to prevent potential problems. Specific development review and/or slope stability studies may be required to ensure the integrity of the slope prior to development.

- Prohibited Uses are generally incompatible with the slope category identified. Prohibited Uses may only be allowed when slope stability studies provide sufficient conclusions that development can occur without significant risk potential.

Table III
SLOPE/LAND USE

Percent slope	Permitted Uses	Special Uses	Prohibited Uses
0 - 5	Agricultural, industrial, commercial, all residential uses, institutional-public uses	Very high and high density residential	None
6 - 10	Low to Medium density residential, agricultural	Neighborhood commercial, high density residential, institutional	General industrial, high density residential, general commercial
11 - 15	Low and medium low density residential, agricultural	Institutional uses, medium density residential	Most industrial and commercial, high and medium density residential
16 - 25	Agricultural, low density residential, open public uses	Institutional uses	All industrial and commercial, medium to high density residential
Over 25	Open space	Agricultural, recreational, low density residential	All other uses

* Restrictions placed on development contained in this table are offered as a general guideline. For specific allowable uses, see the Land Use Plan of the General Plan.

Table IV identifies potential hazards of slope development and prescribes mitigation measures to be implemented.

Table IV
DEVELOPMENT HAZARDS

Development	Potential Stability Hazards	Measures to Minimize Hazards
Excavation and grading	• Undercut slopes • Over steepened slopes • Fill placed on slopes • Placement of uncompacted fill	• Minimal excavation and grading wherever possible • Cut and fill slopes 2:1 or flatter depending on analysis of local conditions
Removal of vegetation	• Increased saturation of soils • Increased surface runoff • Accelerated erosion and sedimentation	• Leave vegetation in tact wherever possible • Plant appropriate vegetation on slopes and cleared areas
Alteration of drainage	• Natural drainage concentrated in restricted areas • Concentrated rainfall runoff from impervious surfaces resulting in accelerated erosion and sedimentation • Increased saturation of soils	• Design development around natural drainage wherever possible • Divert surface runoff away from slopes into natural or constructed drainage channels • Design drainage systems with weirs, check dams and settling basins • Install subsurface drains where necessary • Minimize impervious surfaces
Construction	• Inappropriate location of buildings, swimming pools, etc.	• Design and locate structures in accordance with properties of underlying soils and rocks, considering weight loading and water saturation effects • Locate structures away from steep slopes

Section XII
GOALS AND POLICIES

A. Overview
The following goals are established for the Safety Plan. The purpose of each goal is established in this section. To facilitate each goal, policies are established and each policy is executed by one or more programs.

B. Goal #1
The City of Twentynine Palms will be a safe place to live and visit.

Purpose
Goal #1 states the primary purpose of the Safety Plan, the identification of safety ideals and agencies with responsibilities for ensuring their implementation.

Policy 1.1
Crime prevention will be a very high priority in implementation of the General Plan and citizens and visitors will have a feeling of security in pursuit of their endeavors whether on private or public property.

Program 1.1.1
Defensible space concepts shall be incorporated into multifamily residential projects; such designs will inhibit crime by improving the capacity of residents to visually survey the public areas of their environment.

Program 1.1.2
The City shall provide a satellite office at City Hall for efficient response of Sheriff's Department personnel.

Program 1.1.3
Through contract with the Sheriff's Department, the City shall support crime reducing projects such as Operation CleanSweep, the Choices Youth Program, the Juvenile Crime Reduction Plan and the Off-highway Vehicle Enforcement Team.

Program 1.1.4
The City shall support the efforts of the Citizen Patrol Unit which provide patrol to assists officers in carrying out their responsibilities in providing police protection.

Policy 1.2
The City, working in conjunction with the Twentynine Palms Fire Department, shall reduce risks of structural and wildland fires.

Program 1.2.1
As commercial, industrial and multi-family development is proposed, the City shall route proposed plans to the Twentynine Palms Fire Department for review and comment.

Program 1.2.2
Automatic sprinkler systems, early fire detection and alarm systems, adequate fire access, use of fire resistant materials, and availability of easily accessible emergency reporting systems shall be required per the Uniform Fire Code.

Program 1.2.3
The City shall encourage and support a public education and awareness program to reduce risks of wildland fires and to minimize fire hazards in the community.

Program 1.2.4
The City shall strive to improve the fire flow through cooperative actions with the Twentynine Palms Water District and Twentynine Palms Fire Department.

C. Goal #2

Risks from damage and injury as a result of natural occurrence will be reduced where possible and residents will be afforded protection to the extent possible from property damage and loss of life.

Purpose

The purpose of Goal #2 is to specify the City's role in providing a safe environment.

Policy 2.1

Hazards of rock slides and structure failure as a result of a seismic event shall be reduced where possible.

Program 2.1.1

The earthquake fault zones will be identified on the Alquist Priolo maps and information will be available to citizens.

Program 2.1.2

Hazards resulting from habitation and use of un-reinforced masonry buildings shall be minimized through appropriate retrofit measures designed to prevent collapse as a result of a seismic event.

Program 2.1.3

Construction of habitable structures within fifty (50) feet of a known fracture shall be prohibited.

Program 2.1.4

The City shall require certification of a structural engineer on all plans of buildings to be constructed within five hundred (500) feet of an earthquake fault (outside of the prohibited area identified in Program 2.1.3).

Program 2.1.5

For development of commercial, industrial, and multi-family units (of more than two units) within an Alquist-Priolo zone, at least three (3) test trenches shall be dug to determine the extent of the fracture and the potential for building collapse and liquefaction in case of a seismic event.

Program 2.1.6

The City shall maintain and activate an Emergency Operations Center following a significant seismic event in which there is potential for injury or significant property damage.

Policy 2.2
Hazard from flash floods shall be minimized to the extent possible.

Program 2.2.1
The City will coordinate with County, State and Federal authorities to continuously refine and update information on flooding and make all information available to residents and property owners.

Program 2.2.2
The City will provide information from Flood Insurance Rate Maps as development occurs and ensure that such development is in strict compliance with FEMA requirements.

Program 2.2.3
Proponents of larger developments will be encouraged to leave flood zone areas open and cluster the development on areas free from flood hazard.

Program 2.2.4
Drainage areas shall, whenever possible, remain in a natural open condition; when a channel is required for public safety, the design should be such to minimize the disruption of an area.

Program 2.2.5
The City will encourage the County of San Bernardino, Department of Transportation, Division of Water Resources include in the City portion of the Marine Corps Air Ground Combat Center in any future Master Plan of Drainage (MPD).

Policy 2.3
Minimal disruption and alteration of steep hillsides will be allowed and safety measures will be taken to stabilize slopes and prevent erosion.

Program 2.3.1
Grading permits should only be issued in conjunction with Building Permits; lot clearing and grading should only be to the extent necessary to accommodate an approved development project.

Program 2.3.2
Slope shall be considered in determining the degree of development intensity inversely proportional to the degree of slope.

Program 2.3.4
Special Uses, as identified in the Safety Plan, may only be permitted in a slope category when precautions to prevent potential problems are taken.

Program 2.3.5
Some uses shall be prohibited on steep slopes unless justified by the conclusions of a slope stability analysis.

D. Goal #3

The City shall develop a circulation network to safely move people and goods to and through the City.

Purpose

Goal #3 establishes the importance of circulation systems in dealing with emergencies and minimizing loss of life and injury.

Policy #3.1

New roads will be designed and constructed for efficient and effective emergency access.

Program 3.1.1

The City will ensure develop of roadways which comply with the adopted Congestion Management Plan for San Bernardino County.

Policy #3.2

Quality standards will be applied to all new and reconstructed roadways as development occurs.

Program 3.2.1

Streets will be constructed per standards established in the Circulation Plan when new projects are constructed or existing uses are intensified. Waiver of the requirements may only be made in developed areas where street improvements do not exist and when the proposed development will not result in increased traffic or alteration of drainage flows.

Program 3.2.2

To ensure quality standards, City Encroachment Permits and inspections will be required on all infrastructure improvements or modifications to City owned rights-of-way.

Program 3.2.3

Caltrans Encroachment Permits and inspections are required on all infrastructure improvements to Twentynine Palms Highway and must be obtained from Caltrans prior to construction.

Policy 3.3

Alternate transportation routes will be developed and utilized where possible.

Program 3.3.1

Signage for Truck Routes and Military Convoy Routes will be posted to increase utilization and avoid conflicts between automobile trips and the movement of products.

Program 3.3.2

Two Mile Road will be developed and improved as an alternate east-west route.

Program 3.3.3
Design will be completed and right-of-way will be secured for the extension of Amboy Road, connecting to Twentynine Palms Highway, as a future bypass route.

Program 3.3.4
The services of traffic analysis experts shall be sought to identify alternate east/west routes to relieve congestion along Twentynine Palms Highway.

Chapter V

Conservation Plan

Planning Commission Public Hearing
February 5, 2002

City Council Public Hearing/Adoption
February 26, 2002

Section I
VISION

The City of Twentynine Palms will be environmentally conscious in administering its responsibility to ensure that resources are protected. Accordingly, land use decisions by the City will consider long-term impacts to natural resources, and development will occur in a manner which does not unnecessarily damage or reduce the City's resources. Intense development will occur in the Downtown and surrounding area, and density of development will be limited in the outlying areas of the City. Industrial development will be allowed only in the industrial area as specified in the Land Use Plan.

Section II
PURPOSE

The Conservation Plan is the City's environmental planning document; it embodies the City's resource conservation policies for the planning period commencing at adoption and looking forward through the year 2020. The purpose of the Conservation Plan is to provide safeguards for natural resources and establish a policy statement which advocates a balance between environmental protection and development of the City.

Section III
WATER

A. Twentynine Palms Water District

Water distribution is provided by the Twentynine Palms Water District, which supplies water to the City of Twentynine Palms and parts of the adjacent unincorporated area of San Bernardino County. Development and maintenance of the District's distribution system is based on their Master Plan which projects growth of approximately 2% per year. The Master Plan was completed in 1992 and the District is now in the preliminary stages of updating the Plan.

Some areas of the City are not served by the District. These areas are either sparsely developed or undeveloped. Extension of service to these areas will occur as a result of development. They are:

- Approximately 800 acres north of Two Mile Road, west of Sunrise Road.
- Approximately 1,000 acres in the northerly portion of the City. This area is west of Adobe Road north of Indian Trail, and both east and west of Adobe Road north of Valle Vista Road.

- Approximately 14 square miles of the southeasterly and easterly portions of the City. This includes sparsely developed areas south of Baseline Road, east of Utah Trail, generally undeveloped areas east of Bullion Mountain Road, and most of the properties north of Twentynine Palms Highway in the extreme northeasterly portion of the City.

Some development has occurred in the areas not served by the District. Water service in these cases is either hauled to domestic systems or provided by private wells.

B. Water Resources

Natural aquifers located underground at various depths provide the source of the water. Earthquake faults affect the depth while soil mineral content affects the quality and potability of the water.

Additional water supplies are planned to meet the projected growth. Construction has just been completed on the District's three million gallon per day water treatment (fluoride removal) facility, and the facility is ready to come on line. Additional water reservoirs, which will add three million gallons of water storage to the existing fifteen million gallons of storage, are planned. Average daily water usage by the TPWD is approximately 2.8 million gallons. Peak usage exceeds four million gallons per day, and minimum usage is approximately 1.2 million gallons per day. Water usage increases approximately 1.5% per year.

All of the water resources currently available to the District come from the underlying groundwater within four sub-basins. The following is a geological and hydrological description of the underground aquifers, surface streams and impoundments:

Indian Cove Groundwater Basin

The Indian Cove Aquifer is approximately 4,400 acres in size. It is defined as the saturated alluvium south of the Pinto Mountain Fault and bounded on the east by Desert Quail Drive and on the west by Kerns Ave. Water estimated to be in storage, based on an average 100 foot thickness of saturated sediments, is 44,000 acre feet. Replenishment of this aquifer is by natural recharge from 13,000 acres of watershed area to the south in the Joshua Tree National Park.

Fortynine Palms Groundwater Basin

The Fortynine Palms Aquifer is approximately 1,900 acres in size. It is defined as the saturated alluvium south of the Pinto Mountain Fault and bounded on the east by Mesquite Springs Road and on the west by Desert Quail Drive. Water estimated to be in storage, based on a 50 foot thickness of saturated sediments, is 22,000 acre feet. Replenishment of this aquifer is by natural recharge from tributary drainage of 7,800 acres within the Joshua Tree National Park.

Eastern Groundwater Basin

The Eastern aquifer is approximately 2,500 acres in size. It is defined as the saturated alluvium south of the Pinto Mountain Fault and bounded on the east by Mesquite Springs Fault and on the west by Mesquite Springs Road. Water in storage within this aquifer, based on a 100 foot thickness of saturated sediments, is 50,000 acre feet. Replenishment of this aquifer is by natural

recharge from tributary drainage of 27,300 acres within the Joshua Tree National Park.

Mesquite Springs Groundwater Basin
The Mesquite Springs aquifer has not had extensive groundwater studies conducted due to the generally high concentrations of fluoride. The groundwater is not potable in terms of fluoride content and must be treated for domestic use. Size and volume data is currently being researched by the Twentynine Palms Water District. However, it is estimated to store approximately 1,000,000 acre feet. While accurate boundaries are unknown at this time, they are estimated to be approximately the Pinto Mountain Fault to the south and Mesquite Springs Fault to the east and north, and Copper Mountain fault to the west. The District's fluoride removal plant located at the southwest corner of Amboy Road and Utah Trail will ultimately produce up to three million gallons per day of treated water from this aquifer. Extensive groundwater monitoring is planned to help determine safe yields and flow directions within this sub-basin.

The Twentynine Palms Water District currently operates within a state variance that allows them to serve water containing up to three parts per million of fluoride; the state maximum is two parts per million. District staff minimizes fluoride concentrations through maximizing the use of low fluoride wells. Even without the removal plant online, the District rarely exceeds the State standard of two parts per million for fluoride anywhere in the system. Fluoride levels are also expected to stabilize or lessen as a result of effective groundwater management program.

Current water demands by classification are not expected to change significantly. There is virtually no industrial use, approximately 18% commercial use and less than 1% is purchased at two district metering stations to be used where district facilities do not exist. The balance is residential usage.

Based on current demands and current growth estimates, water supply from current groundwater sources are adequate for many years, supply from the Mesquite Springs aquifer and the benefits of the District's fluoride treatment facility will be more accurately known after the facility is fully operational.

C. Water Conservation

Even though the City has an abundant water supply, this supply is recharged only by limited precipitation. To accommodate future growth, the conscientious and prudent use of this vital resource is necessary. The unavailability of imported water, and the high demands of a desert climate require judicious use of all water that is available. Accordingly, water must be conserved where possible and used wisely.

Awareness programs are vital in ensuring that a broad based educational effort results in wise use of water. In development of landscaping plans, citizens are encouraged to utilize drought tolerant plants, suitable to the desert climate. Commercial, industrial or agricultural operations which utilize large quantities of water deserve careful consideration to ensure that water supplies are not unnecessarily depleted. Projects which will use an inordinate amount of groundwater, without an offsetting significant benefit to the City, should be denied.

Section IV
AIR QUALITY

The City of Twentynine Palms is located within the Mojave Desert Air Quality Management District (MDAQMD). The District has jurisdiction over the desert portions of San Bernardino County and Riverside County, which includes the City of Twentynine Palms, its Sphere of Influence, and the Marine Corps Air Ground Combat Center.

The United States Environmental Protection Agency and the California Air Resources Board determine the District's attainment or non-attainment status for a variety of pollutants. MDAQMD has adopted federal attainment plans for Ozone and PM10 for the District, including the City of Twentynine Palms. When projects are proposed which may have significant impacts to air quality, the District reviews them to ensure that they will not:

1. Cause or contribute to any new violation of any air quality standard,

2. Increase the frequency or severity of any existing violation of any air quality standard, or

3. Delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

The District maintains a set of Rules and Regulations to improve and maintain air quality, and gathers air quality data from a variety of monitoring sites. A monitoring site is located adjacent to City Hall, on City-owned property. Since 1980, the site has monitored Ozone (O3), Oxides of Nitrogen (Nox), Oxides of Sulfur (SOx), Carbon Monoxide (CO), and Respirable Particulate Matter (PM10). Meteorological data, including wind speed/direction, pressure, temperature, humidity has also been monitored by MDAQMD in the City since August 1993. The City has seen a gradual improvement in air quality since 1988. Most notably, the City has not experienced an exceedance of the federal ozone standard since 1993 or the federal PM10 standard since 1991.

Prevailing winds in the District are out of the west and southwest. These prevailing winds are due to the proximity of the District to coastal areas and are channeled by the San Bernardino Mountains and the Little San Bernardino Mountains; as a result, pollution is exported from the Inland Empire, impacting local air quality to a significant degree.

Air quality values within the Joshua Tree National Park are discussed in the Park's General Management Plan (GMP). Air quality related values such as visibility of panoramas inside the Park and clear, long distance vistas outside the Park are considered to be primary attractions and essential to a visitor's enjoyment of the Park. According to the GMP, some views have already diminished because of a gradual deterioration of air quality in recent decades primarily contributed by polluting sources in the Los Angeles Basin.

Section V
GEOLOGICAL SETTING

Twentynine Palms is part of the Mojave Desert Geomorphological Province. Elevation in the City ranges from 1,757 in the very northerly portion of the City to 3,236 near the southwest corner of the City. However, the elevation for most of the City is between 2,000 and 2,400 feet above sea level.

Hills and mountains in and around the City are composed of Precambrian metamorphic gneissic rocks and Mesozoic granitic intrusive rocks. Valley floors are covered with Quaternary alluvium and older superficial sediments, including sand and gravel eroded from the adjacent highlands.

Seismic activity in the immediate region has been primarily the result of northwest and eastward-trending fault systems. In 1972, the State of California adopted the Alquist-Priolo Special Studies Zones Act, later renamed the Alquist-Priolo Earthquake Fault Zoning Act. The Act requires the State Geologist to prepare maps showing regulatory zones around active faults within which local jurisdictions must require the preparation and submittal of geological reports for proposed development projects. Structures for human occupancy cannot be constructed within 50 feet of a known active fault. Two primary faults are within the City:

- The Pinto Mountain Fault is a east-west trending fault, extending east and west of the City. Total length is estimated by the California Department of Conservation to be 73 kilometers. The Pinto Mountain Fault is an active strike-slip fault with left lateral movement, capable of producing a 7.0 seismic event.

- The Mesquite Lake Fault is the major northwest-trending fault in the City and the surrounding area. Total length is estimated by the California Department of Conservation to be 88 kilometers. The Mesquite Lake Fault is an active strike-slip fault with right lateral movement, capable of producing a 7.1 seismic event.

Section VI
FLORA AND FAUNA

Unique flora and fauna, both in the City and in the surrounding areas, enrich the community and should be preserved where possible and protected from development. Along the City's southerly border is the Joshua Tree National Park, which contains a rich and unique variety of flora and fauna. Resources found in the Park are managed by the United States Park Service and are available for the enjoyment of all.

A. Flora

The City of Twentynine Palms and the northerly portion of the Joshua Tree National Park, are located in the Mojave Desert. Biologically diverse, the Mojave is dominated by creosote bush, mesquite, yucca, and various species of cactus. To a lesser extent, cat's claw, palo verde and desert willow may also occur. Joshua trees do not occur naturally in the City, but are found on some properties as a result of transplanting, generally from nearby stock.

Fountain Grass (Pennisetumsetaceum) is discouraged in the City, particularly near the boundary between the City and the Joshua Tree National Park. This variety is aggressive and displaces native plants in the Joshua Tree National Park.

In the spring of the year and following favorable moisture conditions, the Mojave Desert is transformed into a brilliant patchwork of color from a wide variety of wildflowers.

B. Desert Tortoise

The desert tortoise (Gopherus agassizii) is found in and around the City. Tortoises occur in creosote bush, alkali sink, and tree yucca habitats in valleys, on alluvial fans, and in low rolling hills at elevations ranging from 2,000 to 4,000 feet above sea level. Tortoise populations in the immediate region are not as numerous as other areas, particularly in the northerly portions of the Mojave Desert, but their protection is nonetheless very critical.

On August 4, 1989 the U.S. Fish and Wildlife Service (USFWS) exercised its emergency authority to determine the Mojave population of the desert tortoise to be an endangered species (Federal Register: 54,149-32326-32331). The ruling was in response to an outbreak of a virulent desert tortoise upper respiratory disease syndrome which has caused significant declines in certain tortoise subpopulations and threatens to become pandemic in subpopulations already stressed as a result of habitat degradation, predation, and other factors. On October 13, 1989 the USFWS formally proposed designation of the tortoise as an endangered species (Federal Register: 54,197-42270-42278).

In April of 1990, under the authority of the Endangered Species Act, the Desert Tortoise was listed by the USFWS as threatened. Threatened species are those that are likely to become endangered if actions are not taken to protect them (endangered species are considered likely to become extinct if they are not protected.) The desert tortoise is the state Reptile of California and is also protected by the state as a threatened species.

The USFWS action was due to declines in its population density as well as the increasing loss of desert habitat from urban development and recreation. The tortoise population in the western Mojave declined drastically (up to 90 percent) between the 1970s and 1990s.
Once desert tortoises are taken from their natural setting, they cannot be returned because of the risk of upper respiratory disease spreading into native populations. For this reason, citizens are discouraged from releasing desert tortoises into the Joshua Tree National Park.

C. Wildlife

Small burrowing mammals and a wide variety of reptiles are found in the desert environment in and around the City. The area is equally diverse with wildlife communities. Many large mammals are well established in the adjacent Joshua Tree National Park, including desert bighorn sheep, mule deer, mountain lion and bobcats. The greatest diversity of wildlife is found among the small vertebrate species. It is estimated that approximately 350 vertebrate species occur within the Joshua Tree National Park, many of which are also found in the City.

Invertebrate species are also common but since they are largely inconspicuous, they remain relatively unknown. Perhaps the two most poisonous species of invertebrate are the blackwidow and brown recluse spiders. Another spider commonly seen is the non-poisonous tarantula. Scorpions may range up to four inches in length and the tail is tipped with a venomous stinger.

Several amphibians are known regionally. According to the Joshua Tree National Park General Management Plan, the side blotched lizard, chuckwalla, red spotted toad, California tree frog, and many small lizards are found within the Park boundaries. Additionally, there are 19 reported species of snakes which occur within the Park; of these, six are poisonous.

Birds are also numerous and diverse. More than 270 different species nest or visit habitats within the Joshua Tree National Park and may be found at times within the City. The Park is adjacent to a major migratory flyway in the Coachella Valley. During stormy weather many areas within the Park become critical stopover sites for unexpected species such as loons, herons, egrets, grebes and avocets. Birds most commonly seen are the gambels quail, black throated sparrow, scrub jay, common raven, and several wren species.

Raven populations in the City are increasing due to increased scavenging opportunities. According to Joshua Tree National Park staff, raven populations have increased ten-fold since 1970. Ravens reduce tortoise and other reptile populations by preying upon the young, thus upsetting the balance of nature. All reasonable measures should be taken to reduce raven populations by decreasing food supply.

Pet owners have a responsibility with regard to wildlife preservation. Stray dogs and cats are a problem in the Joshua Tree National Park as they prey upon and disturb local wildlife.

Section VII
MESQUITE DUNES

The Mesquite Dunes includes the Mesquite Dunes Bosque and Playa Lakebed. This sensitive habitat area parallels, generally, the Mesquite Lake earthquake fault from the north central portion of the City, near the main entrance to the Marine Corps Air Ground Combat Center, trending in a southeasterly direction. The Playa Lakebed is a wetland habitat riparian area containing fairy shrimp, clam shrimp, tadpole shrimp, and water fleas.

Section VIII
HYDRAULIC FORCE

A. Flooding

Twentynine Palms is located in a basin with southerly portions of the city located in an alluvial fan flood zone. This fan is a wide area that during heavy rains at the top of the fan can be inundated with a 100 year flood level, depending on the trajectory of the water from the up-hill source.

Although there is relatively little rainfall in a year's time, there are seasonal storms that cause flood damage to property due to rapid runoff. Precipitation in the City is usually the result of intense but short thunderstorms. It is not rare to have three-quarters of the annual rainfall occur in one single summer thunderstorm event. Runoff can be intense and can be heavily laden with sediment and debris which can be a primary cause of flood damage.

B. Master Plan of Drainage

In January 1997, NBS/Lowery Engineers and Planners of San Bernardino prepared a Master Plan of Drainage (MPD) for the San Bernardino County Transportation/Flood Control Department. The MPD included portions of the City and the surrounding drainage areas which contribute to the runoff. Flooding hazards and remedies are discussed in the MPD and it is used as a guideline for design of future flood facilities including channels, pipes, culverts, debris basins, detention basins and non-structural solutions.

C. Flood Mapping

Areas where flash flooding can occur— generally in sheet flow— are identified on the Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA) dated March 18, 1996. Flood hazard areas in the City are identified as either Zone A, Zone AE, Zone AO or Zone X Shaded. Areas which are not subject to innundation are identified as Zone X.

Zone A

Areas designated Zone A are subject to inundation but specific flood elevations are not identified. Only small, generally undeveloped areas within the City are designated Zone A.

Zone AE

The Zone AE designation is for areas in which a Base Flood Elevation has been determined.

Relatively few areas are so designated, generally following the San Bernardino County Flood Control District's Twentynine Palms Channel throughout the City. The AE Zone transects Twentynine Palms Highway, Adobe Road, Utah Trail, and Amboy Road, with approximate Base Flood Elevations of 2,121, 1,983, 1,891, and 1,806 feet respectively. All weather crossings are constructed at each of these points; flooding hazards are possible but infrequent.

Zone AO
AO Zones are areas in which FEMA has identified potential flood depths, generally one to three feet. AO Zones are predominant among areas identified on the Flood Insurance Rate Map.

Zone X Shaded
Zone X Shaded areas are either, 1) subject to innundation as a result of a 500-year flood, 2) areas subject to innundation as a result of a 100-year storm with average depths of less than one foot, or 3) with drainage areas less than one square mile.

Two large residential districts, the Smoketree area generally south of the Flood Control District's Twentynine Palms Channel, and the Hansen Tract in the southeast portion of the City, are included in the AO Zone. FEMA has identified potential flood depths in these areas as one foot.

Historically, the Downtown commercial area was subject to flood inundation. However, with construction of the Donnell Basin, much of the Downtown flooding has been abated and the Downtown is not within the flood zones identified on the FEMA Flood Insurance Rate Map. The County of San Bernardino Transportation/Flood Control Department has developed plans to improve and expand the Basin. When completed, this improvement will provide even greater protection for the Downtown.

Some commercial districts within the City are in areas identified on the FEMA Flood Insurance Rate Map as either AE or AO Zones. AO Zones, where the anticipated flood depth is one foot, include the north and south sides of Twentynine Palms Highway between Lupine Avenue and Mesquite Springs Road, the intersection of Utah Trail and Twentynine Palms Highway, and intermittently along National Park Drive. The only AE Zone with a commercial designation is along Amboy Road, east and west of Utah Trail. Development is allowed in these areas, habitable structures are required to be elevated above the identified flood depth.

D. Erosion
The combination of high summer temperatures, winds, and minimal rainfall, results in high evaporation and plant transpiration rates. These arid conditions support only a sparse natural groundcover, and no retention of surface water. Soils are protected against wind and water erosion by a natural surface crust and sparse vegetation. Surface disturbance of this crust and/or removal of vegetation exposes the soil to erosion. Because of the slow recovery process of disturbed soils, grading and removal of native vegetation from larger parcels is limited to pad areas for structures, necessary driveways, and permitted uses. In cases where native vegetation is removed, landscaping reflecting a desert theme, utilizing drought resistant plants, is recommended.

Section IX
NIGHT SKY

Preservation of the night sky to perpetuate the view of the stars in the evening, is identified as a valuable community resource. Light pollution, trespass, and unnecessary glare will be avoided and shielding methods will be required. Outdoor lighting is to be designed and installed in a manner that confines the direct lighting rays to the property upon which the lighting is installed.

Section X
MINERAL RESOURCES

Historically, gold has been mined from the surrounding area. Most of the mining activity occurred during two boom periods, the first during the 1870s, was in the Gold Park district near the Oasis of Mara. Gold was discovered south of the Oasis in 1873 which was followed by the opening of several other mines. Many of the miners settled at the east end of the Oasis and established facilities for processing the ore.

In 1883, gold was discovered in the Dale mining district, east of the City. As the gold mining activity waned in the area which now encompasses the City, it began to boom in the Dale district. At times, the population of Old Dale reached 1,000 and the Dale mines yielded over three million dollars in gold before the turn of the century. Another brief spurt of mining activity occurred during the 1930s.

There are also identifiable rock, sand and gravel resources in and adjacent to the City. Two areas within the City are zoned for industrial use. They are the Baseline Industrial Area and the Mojave Industrial Area. One open pit mining operation has been approved by the City. Identified as the Victor Pit, the 100-acre pit is located east of Mojave Road, south of Twentynine Palms Highway, in the Mojave Industrial Area. Under the current approval, (Reclamation Plan 89M-03, approved by the City and the Department of Conservation Office of Mine Reclamation) mining of the Victor Pit will continue until December 31, 2014. The approval allows for up to 330,000 tons of sand and gravel to be mined per year.

Baseline Industrial Area is located along the north and south side of Baseline Road, east of Wilshire Avenue. There are no mining operations currently approved in this area but, under current State and local law, mining operations could be established in this area.

Section XI
AGRICULTURAL RESOURCES

Agricultural production has not been significant in the region generally nor in the City of Twentynine Palms. However, small agricultural operations are allowed in the Rural Living land use district, which comprises approximately 40% of the City's total land area. Development of agricultural facilities can provide benefits, in terms of scenic beauty and in providing consumer goods at harvest. Additionally, such facilities can play a part in maintaining the City's rural atmosphere.

The conservation of water is a priority in the City, as discussed herein, and agricultural operations which use excessive amounts of water should be avoided.

Agricultural preserves such as a desert agricultural experimentation or other project suitable to the desert environment can be implemented under the Williamson Act. If such a project is proposed, the Williamson Act would provide for a contract between the property owner and the City which would restrict the land use to open space uses, including agriculture, while freezing the property taxes on the land.

Section XII
GOALS AND POLICIES

A. Overview
The following goals are established for the Conservation Plan. The purpose of each goal is established in this section. To facilitate each goal, policies are established and each policy is executed by one or more programs.

B. Goal #1
The City of Twentynine Palms will be environmentally conscious in administering its responsibility to ensure that resources are protected.

Purpose
Goal #1 establishes the primary purpose of the Conservation Plan, committing the City to a responsible plan of action in carrying out its role in environmental protection.

Policy #1.1
Land use decisions by the City will consider long-term impacts to natural resources, and development will occur in a manner which does not unnecessarily damage or reduce the City's resources.

Program 1.1.1
In implementing the requirements of the California Environmental Quality Act, consideration will be given to environmental impacts and mitigation measures will be developed to reduce impacts to a level of insignificance.

Program 1.1.2
Approval of mining operations will only be granted in cases where there is compliance with the Surface Mining and Reclamation Act of the State of California. Such approvals shall included a reclamation plan and the applicant shall post a bond to ensure reclamation occurs after cessation of mining.

Program 1.1.3
The unique habitat in the Oasis of Mara will be protected.

Policy 1.2
Intensity of development will occur in a manner which ensures environmental protection.

Program 1.2.1
Intense development will occur in the Downtown and surrounding area, and density of development will be limited in the outlying areas of the City.

Program 1.2.2
Industrial development will be allowed only in the industrial area as specified in the Land Use Plan.

Policy #1.3
Traffic, noise and other impacts will be considered prior to any land use designation change and/or land use intensification.

Program 1.3.1
When changes in land use designation are considered and/or intensifications are considered, traffic studies will be conducted prior to approval to determine necessary changes in roadway designations.

Program 1.3.2
Impacts caused by noise, dust, and vibration will be analyzed before changes are made to land use designations which could impact existing residential and commercial areas.

C. Goal #2

The City will implement the General Plan in a manner which conserves water resources and will develop policies which ensure the wise and prudent use of this valuable resource.

Policy 2.1

Proposed activities and land uses which would significantly deplete water resources shall not be approved by the City.

Program 2.1.1

In analyzing industrial and high-density housing projects, special attention will be paid to potential water use. In cases where high water volumes of water may be used, measures will be taken to minimize water usage. Mitigation measures will be implemented for project which would otherwise result in wasteful or unnecessary use of water.

Policy 2.2

The City will educate citizens on methods of conserving water and develop programs to ensure water conservation methods are implemented.

Program 2.2.1

Awareness programs ensuring that a broad based educational effort results in wise use of water will be supported by the City.

Program 2.2.2

To protect the natural environment, planting of indigenous and drought tolerant plants, suitable to the desert climate, shall be recommended in commercial and residential landscaping plans.

D. Goal #3

Preservation of the night sky to perpetuate the view of the stars in the evening, will be preserved as a valuable community resource.

Purpose

The purpose of Goal #3 is to ensure that steps are taken to prevent deterioration of the night sky which allows for viewing of a starlit sky.

Policy 3.1

Light pollution, trespass, and unnecessary glare will be avoided and shielding methods will be required for outdoor lighting.

Program 3.1.1

A Night Sky Ordinance will require shielding of outdoor lighting and lighting will be designed and installed in a manner that confines the direct lighting rays to the property upon which the lighting is installed.

Program 3.1.2

Lighting in and near residential areas shall be minimal and shielded to prevent nuisance glare.

E. Goal #4

Air quality in the City shall be retained and all available means of preserving the City's air quality shall be pursued.

Purpose

The purpose of Goal #4 is to establish the importance of air quality as a valuable and beneficial resource.

Policy 4.1

The City will endeavor to be compliant with federal attainment plans, adopted by the Mojave Desert Air Quality Management District, for Ozone and PM10.

Program 4.1.1

For projects which may have significant impacts to air quality, the City will adopt mitigation measures to ensure that they will not cause or contribute to any violation of any air quality standard.

Program 4.1.2

Because of the increase in PM 10 as a result of unpaved roads, the City will provide assistance to citizens seeking to form a Street Improvement Assessment District.

Program 4.1.3

Commercial services shall be dispersed throughout the City so as to be located near population centers to reduce the length of travel trips.

Program 4.1.4

The City should permit and establish a large variety of land uses to achieve, in-so-far as practical, relative community self sufficiency.

Program 4.1.5

Non-motorized transportation by bicycle and pedestrian trails shall be promoted.

Program 4.1.6

The use of mass transit shall be promoted and supported by the City.

Policy 4.2

During project review, the City will evaluate air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

Program 4.2.1

An analysis of potential conflicts in air quality, land use, transportation, and economic viability shall be conducted as part of the review of environmental document prepared for all future development.

F. Goal #5
Wind and water erosion shall be minimized where possible.

Purpose
The purpose of this goal is to identify erosion control as a community benefit and provide a means in which the City may express a policy statement regarding erosion control.

Policy 5.1
Surface disturbance and removal of vegetation shall be minimized.

Program 5.1.1
Because of the slow recovery process of disturbed soils, grading and removal of native vegetation from larger parcels is to be limited to pad areas for structures, necessary driveways, and permitted uses.

Program 5.1.2
Project designs that add or protect permeable surfaces shall be encouraged.

Program 5.1.3
Paved parking areas shall be limited and dust proofing methods shall be required for non-paved parking surfaces.

Program 5.1.4
Design of projects and public facilities, such as streets, shall consider drainage and potential soil erosion as a prime consideration.

Program 5.1.5
The City shall encourage design standards that enhance recharge of water through the use of permeable surfaces and detention facilities.

Policy 5.2
Flood hazards shall be minimized where possible

Program 5.2.1
The Community Development Department will provide flood map information developed by FEMA to assist developers in avoiding flood hazards of new structures.

Program 5.2.2
The City shall work in cooperation with the County of San Bernardino, Department of Transportation Flood Control Division to provide a system of adequate channels that reduce the flood hazards to private property and removes land from the alluvial flood plain hazards.

G. Goal #6

The biological resources of the Mesquite Dunes, including the Mesquite Dunes Bosque and Playa Lakebed, shall be preserved.

Purpose

The purpose of Goal #6 is to provide protection of sensitive biological resources and prevent extensive development in the Mesquite Dunes.

Policy 6.1

Development restrictions shall be implemented to protect the biological resources within the Mesquite Dunes.

Program 6.1.1

Grading shall be limited to that necessary for approved building foundations, parking, and access driveways.

Program 6.1.2

Issuance of Grading Permits for grading of land in excess of the minimum shall not be issued unless specific findings are made that the proposed Permit will not degrade the integrity of the open space resources.

Program 6.1.3

Proposed developments shall be integrated into the Dunes where possible and shall be designed and located to avoid or minimize disturbance to the dunes and other prominent natural features.

Program 6.1.4

Sand extraction is not permitted.

Program 6.1.5

No removal of the Honey Mesquite trees may be permitted without approval of the Planning Commission. In cases where trees are removed, replanting plans or other measures designed to preserve or replace trees should be required.

Program 6.1.6

A detailed clearance survey for the presence of Desert Tortoises shall be required prior to issuance of any Grading Permit or Building Permit.

Program 6.1.7

Approval of Conditional Use Permits within the Overlay requires findings that the proposal will not result in a significant adverse environmental impact on endangered species or sensitive habitats, plants or animals, and the proposal will not degrade the scenic and open space resources of the site or areas in the vicinity of the site.

Chapter VI

Open Space Plan

Planning Commission Public Hearing
February 5, 2002

City Council Public Hearing/Adoption
February 26, 2002

Section I
VISION

Within the planning period, 2001 through 2020, increased pressure for development will occur. It is the City's responsibility to ensure that adequate Open Space is provided. Accordingly, the Open Space Residential (OSR) land use district, as specified in the Land Use Plan, will be retained as an area of limited development, and large parcel residential development will dominate the outlying areas of the City. As the City continues to develop through the planning period, importance will be placed on Open Space and its presence will be a noticeable asset to residents and visitors.

Section II
PURPOSE

The Open Space Plan is the City's principal planning document to ensure that adequate Open Space is provided in the City. The Plan embodies the City's Open Space policies for the planning period commencing at adoption and looking forward through the year 2020.

The purpose of the Open Space Plan is to provide safeguards for protection of Open Space and to establish a policy statement which advocates a balance between competing interests. Open Space resources of the community as well as a means of preserving these resources are identified in the Plan.

Section III
WHAT IS OPEN SPACE

Open Space is any unimproved parcel or area which is designated for either no development or very limited development, through contractual agreement, public ownership, or General Plan land use designation. Open Space will be visible to the community, preserved for future generations, in spite of economic pressures, in such a manner as to enhance the environment, promote the general welfare and provide a more suitable living environment. In the City of Twentynine Palms, Open Space includes:

- Developed City parks
- Passive or undeveloped park lands owned by the City or other government agency
- Undevelopable hillsides
- Areas of unique geological formation
- Water recharge areas
- Areas of unstable rock or soil formations such as along earthquake fault lines
- Mesquite Dunes Overlay

In many cases, Open Space will be comprised of lands owned by the City or other government agencies. However, privately owned lands can also be set aside to protect and preserve Open Space. The following methods represent some of the ways to accomplish this purpose:

- The use of cluster development which allows more intense development on portions of a property subject to the preservation of Open Space resources.

- Requirement for an offer of dedication to the City of an Open Space easement or preservation as a condition of approval of a subdivision or other discretionary project.

- Public acquisition (purchase) of development rights of Open Space resource areas.

Section IV
INVENTORY OF OPEN SPACE

Table I INVENTORY OF OPEN SPACE	
Open Space	**Size**
Open Space Residential	2,435 acres
Joshua Tree National Park Oasis	58 acres
Mesquite Dunes Overlay	347 acres
Road Runner Dunes Golf Course-Developed	50 acres
Road Runner Dunes Golf Course-Undeveloped	45 acres
Desert Winds Golf Course	105 acres
Luckie Park	26 acres
Knott Sky Park	20 acres
Other City Parks	24 acres
TOTAL OPEN SPACE	**3,110 acres**
OPEN SPACE PER 1000 POPULATION (26,400)	**118 acres**

In addition to the above Open Space resources, the following areas are generally undeveloped and are not likely to be extensively developed under current policy. The following do not meet the intended definition of Open Space contained in the General Plan, but they nonetheless contribute to the Open Space resources of the City:

- The hillside slopes of Campbell Hill, Donnell Hill and Chocolate Drop that are in visual exposure to the Community. Portions of these hills are suited to low density developments, but much will remain in natural area.

- Extremely rugged and steep hillsides generally found along the City's southerly border, adjacent to the Joshua Tree National Park.

- Floodways identified on the General Plan Land Use Map, and other secondary drainage courses. Often these watercourses provide relief from the developed or developing areas of the City.

- Outlying areas of the City predominantly zoned as Rural Living, with limited density development. This district encompasses 15,960 acres, or approximately 43% of the total land area in the City; of this approximately one fourth is limited to one dwelling unit per five acres.

Section V
GOALS AND POLICIES

A. Overview
The following goals are established for the Open Space Plan. The purpose of each goal is established in this section. To facilitate each goal, policies are established and each policy is executed by one or more programs.

B. Goal #1
Open Space shall be maintained in the City as a valuable scenic resource which contributes to the general welfare and enhances the environment.

Purpose
The purpose of Goal #1 is to ensure that the City continues to provide vast amounts of Open Space lands.

Policy 1.1
Approval of subdivisions will include an analysis of potential Open Space creation or preservation.

Program 1.1.1
Where practical and feasible, residential subdivisions shall include Open Space either on sight or in the form of an offer of dedication to the City of an Open Space easement or preservation.

Policy 1.2
The integrity of existing Open Space Residential (OSR) lands, as identified in the Land Use Plan, shall be preserved.

Program 1.2.1
Any proposed change in land use designation affecting land in the OSR district, shall include a proposal for an Open Space easement of equal or greater size.

Program 1.2.2
The minimum lot size in the OSR district shall be ten acres, with larger lots encouraged.

Program 1.2.3
Residential construction shall minimize grading impacts and structures shall not visually extend above a ridge line.

C. Goal #2

Open Space shall be prominently visible in the community.

Purpose

The purpose of Goal #2 is to ensure that Open Space resources benefit the community and provide noticeable aesthetic enhancements to the community.

Policy 2.1

Hillsides shall be preserved where possible to provide scenic vistas and Open Space.

Program 2.1.1

Development of single family dwellings may be allowed in the OSR district, but only with minimal disruption of the land.

Program 2.1.2

Public uses in the OSR district are to be focused on the natural qualities of the area, keeping as much open space as possible.

Program 2.1.3

As a means of minimizing wind and water erosion, grading and removal of native vegetation on parcels in the OSR district shall be limited to pad areas for structures, necessary driveways, and uses permitted in the district.

Chapter VII

Noise Plan

Planning Commission Public Hearing
February 5, 2002

City Council Public Hearing/Adoption
February 26, 2002

Section I
PURPOSE

One of the most desired characteristics of desert living is the relatively quiet, peaceful and tranquil attributes compared to the busier urban settings of Southern California. In analyzing the quality of life in the community of Twentynine Palms, these attributes represent the City's greatest assets. The purpose of the Noise Plan is to retain and protect quality of life by preventing, reducing and controlling noise.

Lack of noise is a basic and desirable characteristic of living in the City. As development occurs, competing interest have the potential to collide and, if not carefully planned, can result in intrusive noise which could degrade the quality of life for residents and visitors.

The Noise Plan seeks to identify noise sources, and provide a means for sustainable growth without the result of excessive noise. Issues addressed in the Noise Plan include those set forth in California Government Code Section 65302 (f).

Section II
EXISTING NOISE

Noise can be defined as unwanted or undesired sound. Airborne sound is the result of a very rapid change in air pressure form the surrounding normal atmospheric pressure. The combination of noise from all sources near and far is the Ambient Noise Level, or environmental noise.

The most common source of noise is transportation modes. Because of this fact, state law requires that the Noise Plan concentrate on transportation noise. Although the authority for regulating automobiles, motorcycles, and truck noise is held by the State of California, the City may enforce some of these state laws regarding vehicle noise.

Major sources of noise in Twentynine Palms are transportation and combat exercises on the Marine Corps Air Ground Combat Center (MCAGCC). Additionally, noise is generated by construction and other types of human activity. Fixed sources of noise can be controlled by the City and abated through an active noise control program; mobile sources are more difficult to control and abate.

Section III
CHARACTERISTICS OF NOISE

Sound has several characteristics that includes loudness, frequency, pitch, duration and cycle consistency. For humans, the two most significant characteristics are pitch and loudness. These two factors, when inflicted in excess, according to the medical profession, can annoy and impair the ability to hear. Noise can also produce a psychological effect on humans, and in the case of excess, may result in hearing loss. Further medical research indicates that noise can, tentatively, be linked to cardiorespiratory and digestive disorders.

Towards the goal of protecting a desert living environment and protecting the health of the citizens of the community, excessive and unnecessary noise must be actively abated.

Section IV
IDENTIFICATION OF NOISE SOURCES

A. Aircraft Noise

Aircraft noise in the City generally is the result of either general aviation operations or military overflights originating from or destined to the MCAGCC. Twentynine Palms Airport is located within the City's Sphere of Influence, two miles east of the City. It is open to public use and is classified by the Federal Aviation Administration as a Category B, Group 1 airport. There are two paved, lighted runways, the east/west runway is 47 feet wide and 5,531 feet long. The north/south runway is 50 feet wide and 3,800 feet long. Funding has been secured from the Federal Aviation Administration to construct a new east/west runway, 75 feet wide and 5,531 long; when this is completed, the existing 47 foot wide runway will serve as a parallel taxiway for the newly constructed runway.

The Twentynine Palms Expeditionary Airfield, located aboard MCAGCC (outside the City limits), is for military aviation only. The Airfield has one 8,000-foot, (aluminum matting) runway.

There are several private landing strips or airports in the vicinity which provide for private aviation needs. These facilities include:

- Cones Field, located east of Adobe Road, south of Amboy Road. Cones Field has three unpaved, unlighted runways; the longest is 1,400 feet in length.

- Crosswinds Airport, located just outside the City's easterly limits, south of Amboy Road on the west side of Prairie Dog Avenue. Crosswinds Airport has two unpaved, unlighted runways, the longest is 2,500 feet in length.

- Dale Sky Ranch, located along Bullion Mountain Road, north of Amboy Road. Two graded runways, the longest is 3,500 feet in length, has a partial concrete surface.

Noise emanating from aircraft is regulated through federal and state regulations. Federal regulation is through the Environmental Protection Agency (EPA), Federal Aviation Administration (FAA), and the Department of Transportation (DOT).

The State of California is concerned with protecting the public from noise by enacting standards and defining compatible land uses around airports. The state has found the following land uses compatible within the noise impact boundaries of airports:

1. Agricultural, airport industrial and commercial property
2. Aviation easement for noise
3. Open space
4. Acoustically treated residential areas

B. Motor Vehicle Noise

Vehicular traffic accounts for much of the noise generated within the City. Noise from automobiles, trucks, busses, and motorcycles varies according to the volume of traffic, the percentage of trucks, and traffic speed. Military convoys result in the generation of noise in the City. However, the Base Command is diligent in ensuring that truck routes are followed and impacts are kept to a minimum.

The state program consists of enforcement of vehicle noise emission for all motor vehicles subject to state registration. The California Highway Patrol has the prime responsibility for the enforcement of noise standards but the San Bernardino County Sheriff's Department, acting in their role as the local police authority, may also enforce these regulations.

Future noise impacts in the City may occur as a result of increased traffic. With special attention paid to site design and infrastructure development, noise impacts can be substantially reduced.

C. Construction and Industrial Noise

The regulation of noise standards generated by construction equipment and industrial sites is under the jurisdiction of the Occupational Safety and Health Administration (OSHA) and the EPA. The City may, notwithstanding, establish curfews on the hours of operation of these facilities.

D. Noise Sources Controllable by the City

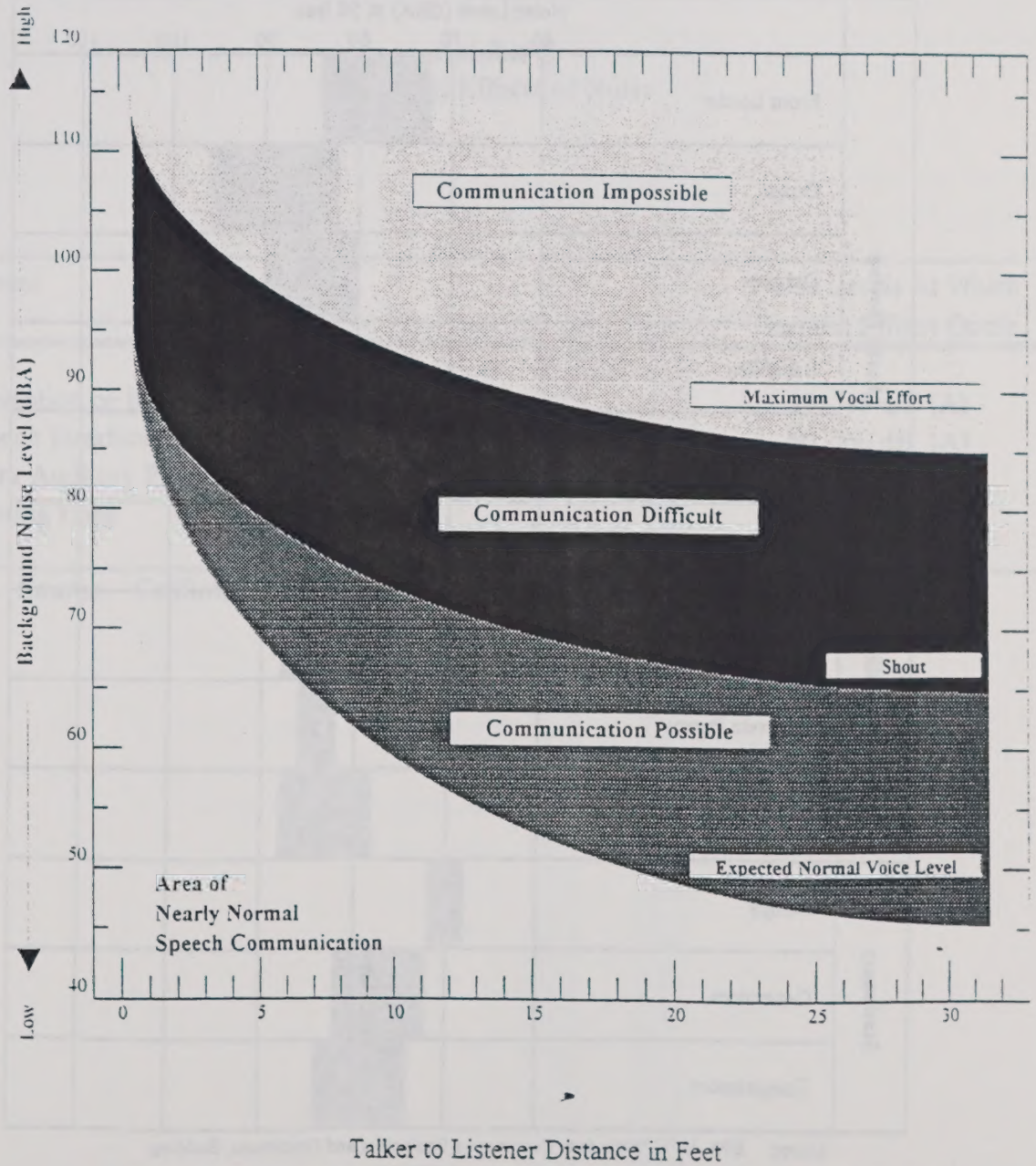
The City, through its police power, may promote the public health, safety and welfare, with noise standards to regulate and control:

1. Amplified sound
2. Noise making apparatus

3. Disturbers of the peace

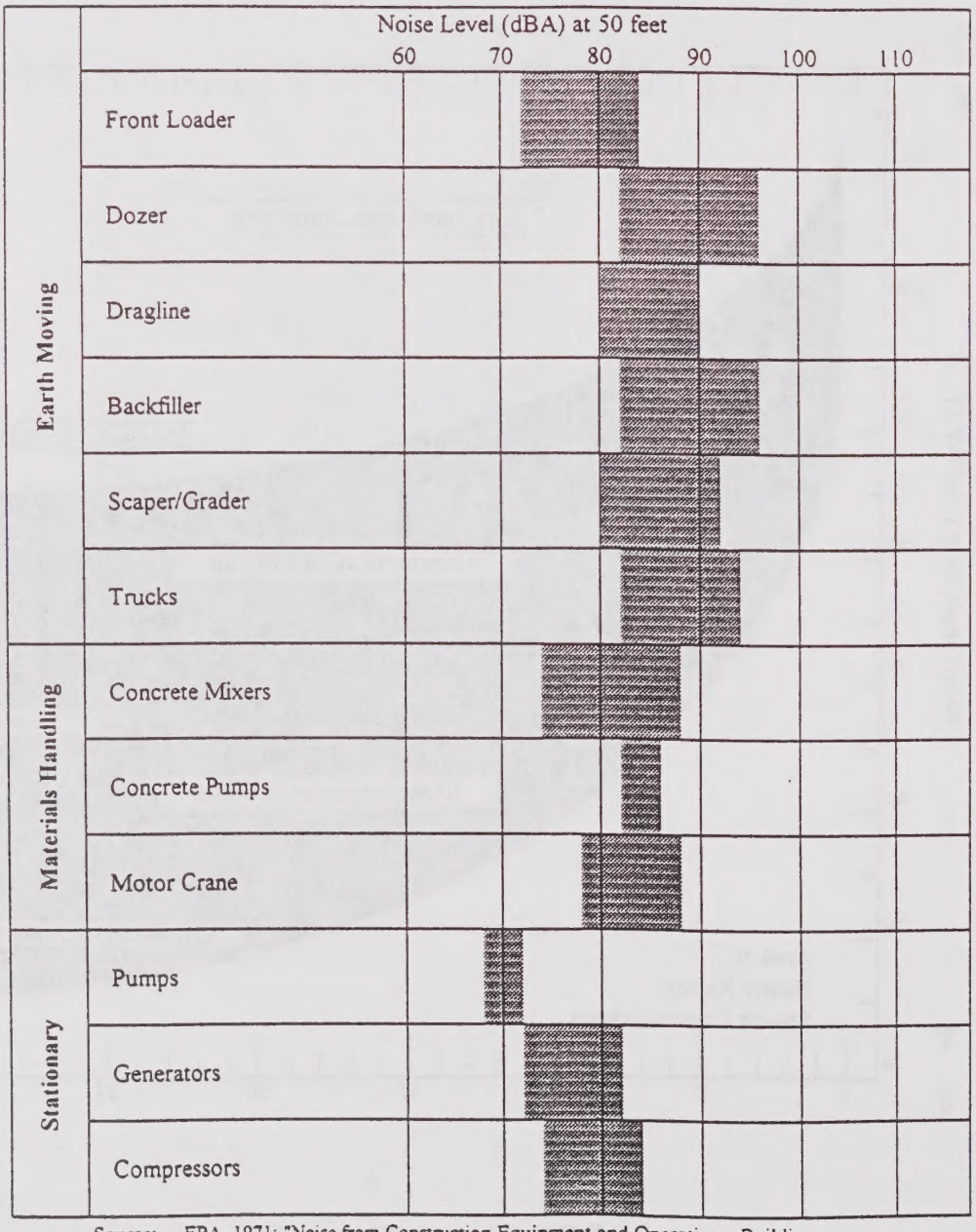
4. Human voice and animal noise

Exhibit A
Background Noise Level



Source: Miller, "Effects of Noise on People", Journal of Acoustical Society of America, V.56, No. 3, 9/74

Exhibit B
Construction Noise



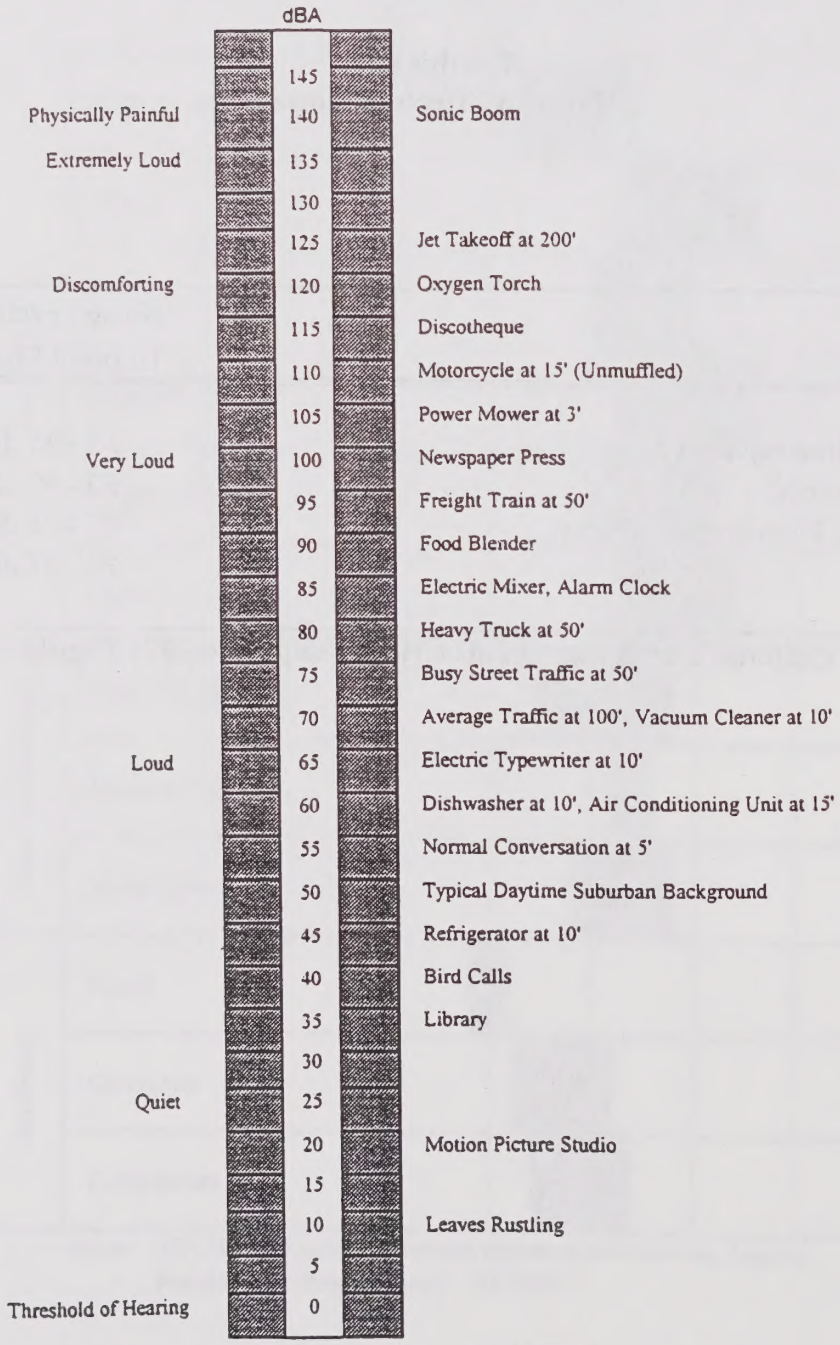
Source: EPA, 1971; "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances". NTID300.1

Exhibit C
Harmful Effects of Noise

Effects	Noise Levels At Which Harmful Effects Occur
Prevention or Interruption of Sleep	35 - 45 dB (A)
Speech Interference	50 - 60 dB (A)
Extra Auditory Physiological Effects	65 - 75 dB (A)
Hearing Loss	75 - 85 dB (A)

1. Source: California Department of Public Health Report to 1971 Legislature

Exhibit D
Typical Noise Levels of Familiar Sources



Section V
NOISE LEVEL MEASUREMENT
Two scales for defining noise levels can be used for this Plan:

A. Community Noise Equivalent Level (CNEL)
The CNEL system takes into account the duration of the noise in addition to the magnitude and frequency characteristics, and the number of occurrences in a twenty-four (24) hour period. The level is adjusted by applying the measurements to evening periods (7:00 p.m. to 10:00 p.m.) and nighttime periods 10:00 p.m. to 7:00 a.m.) weighing factors of three (3) and ten (10) respectively.

B. Day-Night Average Sound Level (Ldn)
The Ldn average sound level is similar to the CNEL, except that the three hour evening period of the CNEL system is combined with and given the same weight as the daytime period. The Ldn scale is used in the development of Highway and Railroad noise levels.

Noise contours developed by CNEL and Ldn procedures seldom differ by more than one decibel.

Exhibit E
Land Use compatibility

LEGEND

Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.

Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded

Clearly Unacceptable

New construction or development should generally be under-taken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Section VI
DESIRED MAXIMUM NOISE LEVELS

Table I
DESIRED MAXIMUM NOISE LEVELS
BY LAND USE CATEGORIES*

Land Use Districts	Noise Levels
Single Family Residential (RS) Rural Living (RL) Open Space Residential (OSR)	45 db CNEL's (As measured from living areas)
Multiple Family Residential (RM)	50 db CNEL's (As measured from living areas)
General Commercial (CG) Neighborhood Commercial (CN) Office Commercial (CO) Tourist Commercial (CT)	60 db CNEL's (As measured from activity areas)
Public (P)	60 db CNEL's (As measured from activity areas)
Service Commercial (CS)	70 db CNEL's (As measured from working areas)
Community Industrial (IC)	70 db CNEL's (As measured from working areas)
Military (M)	As determined by Base Command

* Desired noise levels may not be feasible in all cases, the figures represent a target to be strived for.

Section VII
GOAL AND POLICIES

A. Overview
The following goals are established for the Noise Plan. The purpose of each goal is established in this section. To facilitate each goal, policies are established and each policy is executed by one or more programs.

B. GOAL #1
Noise levels will be anticipated prior to the City taking actions on land use proposals and potential conflicts will be avoided so that noise levels will not exceed acceptable levels.

Purpose
The purpose of Goal #1 is to identify potential noise generated in the City and minimize noise levels to avoid stress and health damage.

Policy 1.1
Noise generation impacts will be considered prior to any land use designation change and/or any land use intensification and uses will be located in a manner which minimizes noise for residential areas.

Program 1.1.1
Before approval of projects which may result in significant noise pollution, the City will require noise analysis to ensure that noise levels do not exceed acceptable levels.

Program 1.1.2
Industrial uses which may generate noise levels which could impact other uses, will be limited to the industrial areas shown on the Land Use Plan Map.

Program 1.1.3
Industrial areas will be buffered from dense residential development by Rural Living designations.

Program 1.1.4
Heavier commercial uses found in Service Commercial (CS) zones will be buffered from adjacent residential zones.

Program 1.1.5
The City will prohibit the establishment of land uses in the Twentynine Palms Airport flight pattern that would result in noise conflicts.

Program 1.1.6
Commercial uses which are permitted in or near residential zones are required to be in keeping with the surrounding residential character.

Program 1.1.7
Commercial and Industrial Districts will be buffered from adjacent residential development.

Policy 1.2
Enforcement efforts will be implemented to minimize noise disturbance.

Program 1.2.1
The City will establish a systematic program to encourage voluntary compliance with noise regulations.

Program 1.2.2
Noise education and enforcement will be pursued to locate and abate non-compatible noise sources.

Policy 1.3
The City will require special design standards for proposed projects with the potential to exceed the noise level requirements.

Program 1.3.1
In cases where special design standards are required, the City will require mitigation plans to be certified by a registered acoustician.

C. GOAL #2

Circulation systems shall be designed in such a manner as to avoid noise impacts where possible.

Purpose

The purpose of Goal #2 is to ensure development of roadways does not result in unnecessary noise impacts on residential areas.

Policy 2.1

The City will consider noise impacts prior to development of new road systems.

Program 2.1.1

The City will cooperate and coordinate with transportation agencies to control noise generated by facilities and equipment.

Program 2.1.2

Truck routes will be designated for intercity truck traffic.

Chapter VIII

Recreation Plan

Planning Commission Public Hearing
February 5, 2002

City Council Public Hearing/Adoption
February 26, 2002

Section I
VISION

The City of Twentynine Palms recognizes that leisure-time pursuits and recreational activities are critical to human health and well-being, and when adequately provided, create a more positive living environment. Therefore, through effective use of existing facilities and development of new facilities, a variety of wholesome, well rounded recreation activities, serving all segments of the community, will be offered.

Those who provide recreation opportunities will be encouraged to share facilities and coordinate recreation programs. Where possible, activities and facilities of the Morongo Unified School District, the City, the Joshua Tree National Park, the Marine Corps Air Ground Combat Center, and private firms, should work cooperatively to provide the best possible leisure-time activities for the often limited public investment dollar.

Within the planning period, 2001 through 2020, the City will develop a Park Master Plan which will serve as the guiding document for development of existing parks and acquisition of land for future parks. Implementation of the Park Master Plan will ensure that quality recreation opportunities are available to all citizens and visitors.

Section II
PURPOSE

The purpose of the Recreation Plan is to establish the City's policy regarding sound and logical development of recreational programs and facilities. It identifies existing facilities and provides guidance for acquisition and development of future facilities.

Recreation provides a vital link in the development of physical, social, creative, emotional and intellectual potential and values. Recreation and education form the core foundation necessary for instilling the pursuit of lifelong learning and leisure skills, which ultimately develops balanced, healthy individuals. While the City plays a direct role in this effort through its Community Services Department, it also has a role in establishing a vision for the City, and providing support of other programs and services offered by private and public agencies. Collaboration provides diverse opportunities to develop the total person, strengthen families, and helps in building a sense of community. Recreation results in positive lifestyle choices, resilient youth, safe and productive environments, and enhanced quality of life.

Section III
EXISTING CITY FACILITIES

A. Luckie Park

Luckie Park is a Community Park which provides a variety of facilities and activities for the community. Located at the southwest corner of Utah Trail and Two Mile Road, Luckie Park has the following facilities:

- Soccer field
- Lighted baseball/softball fields (4)
- Swimming pool
- Playgrounds (2)
- Picnic shelters (3)
- Restrooms (3)
- Indoor racquetball courts (4)
- Outdoor basketball court
- Community building (Patriotic Hall)
- Multi-use facility (tennis/basketball/street hockey)
- City Park and Recreation administrative offices

Development of a skateboard park is planned.

B. Knott Sky Park

Knott Sky Park is a Neighborhood Park located in a residential setting, south of Hatch Road, on the east side of El Sol Avenue. It includes the following facilities:

- Licensed Preschool
- Playground
- Baseball/softball fields (2)
- Restrooms
- Picnic Tables and barbecues

C. Youth Services Center

In September 2001, the City purchased a five-acre facility which once housed the Morongo Basin Work Activity Center, located on Joe Davis Drive adjacent to Luckie Park. Plans are being developed to move most of the City's recreation classes and the City-operated preschool to the Center. Long range planning includes development of lighted tennis courts, a passive recreation area, and a picnic shelter.

D. Theater 29

An 18-acre site located near the intersection of Sullivan Road and Adobe Road, was purchased by the City in 2000. Currently one building exists on the site which is utilized for live performance theater.

E. Clifford L. Stanley Park

Clifford L. Stanley Park is a (passive) Mini Park, dedicated to the veterans of the community. It provides open space for a variety of functions. It is located adjacent to City Hall and the County library.

F. Community Center

The Community Center is located south of the intersection of Twentynine Palms Highway and Adobe Road. The facility's primary function is senior activities, including the senior nutrition program.

Section IV

MARINE CORPS AIR GROUND COMBAT CENTER

Along the City's northerly border is the world's largest Marine Corps Base, the Marine Corps Air Ground Combat Center (MCAGCC). As a result of a February 2000 annexation, the base Mainside is included in the City. Mainside at MCAGCC has several recreational facilities, including:

- Baseball/softball fields (8)
- Outdoor tennis courts (4)
- Outdoor basketball courts (6)
- Outdoor volleyball courts (4)
- Racquetball courts (4)
- Roller hockey court
- Swimming pools (3)
- Skeet/trap range
- 20-lane bowling facility
- Victory Field, including three covered picnic areas
- Del Valle Field, including two covered picnic areas
- Felix Field, including a covered playground, a 3/4-mile walking/jogging trail, and a 440-meter track
- Fenton Field, including a T-ball field

Additionally, the following recreational opportunities are available:

- Barracks facilities have picnic areas and outdoor basketball courts
- Housing developments include parks and playgrounds
- Sporting and recreational gear are available for rent

Maintenance and operation of the MCAGCC facilities is the responsibility of the Base Command. With permission, some facilities are available for public use by non-military entities.

Section V
CURRENT ACREAGE

The following table details the approximate size of current parks and recreational facilities within the City, including those aboard MCAGCC.

Table I
PARK/RECREATIONAL FACILITIES

	Type	Size
Luckie Park	Community Park	26 acres
Knott's Sky Park	Neighborhood Park	20 acres
Youth Services Center	Community Park	5 acres
Theater 29	Community Park	18 acres
General Stanley Veterans Park	Mini Park	.5 acres
Road Runner Dunes Golf Course	Golf Course	50
Community Center	Mini Park	.5 acres
MCAGCC Sports Facilities (including golf course)	Various	133 acres
TOTAL ACREAGE		253 acres
PARK ACREAGE PER 1000 POPULATION (26,400)		9.6 acres

Section VI
GOLF COURSE FACILITIES

Road Runner Dunes Golf Course is a privately owned facility located at the northwest corner of Utah Trail and Amboy Road. It is open year round, and by contractual agreement with the City, is open to the public. Nine holes are presently operational, occupying approximately 50 acres. An additional 44 acres (approximately) of Publicly zoned land is available for future expansion of an additional nine-hole public facility. A privately owned resort/RV park is located adjacent to the golf course.

Desert Winds Golf Course is located aboard MCAGCC. The 105-acre, 18-hole facility is open to Department of Defense employees, military personnel, their families, and guests.

Section VII
SCHOOL FACILITIES

A. Morongo Unified School District

Morongo Unified School District serves the Morongo Basin, including the communities of Morongo Valley, Yucca Valley, Landers, Joshua Tree and the City of Twentynine Palms. Within the City, the District has two high schools, one junior high school, and four elementary schools. A fifth elementary school is included in the District's long range planning; the additional school is slated for development at the northwest corner of Two Mile Road and Encelia Avenue.

Each of the elementary schools has a playground. The junior high school campus includes a gymnasium and Tom Nicoll Memorial Field, a lighted track and football field facility with bleacher seating. Within the high school campus, recreational facilities include six tennis courts, an unlighted track field, a baseball field, and a gymnasium.

The City's Community Services Department uses several of the School District facilities for youth and adult recreational activities. An agreement exists allowing mutual, shared use of facilities. The Junior High School and High School gymnasiums are utilized for City sponsored youth and adult programs, and the School District uses the City's swimming pool and sports fields for practices and games.

B. Copper Mountain College

The City is located within the Copper Mountain Community College District. The District has one campus, located one mile west of the City in unincorporated San Bernardino County. During the planning period, the College anticipates development of a multi-use sports complex. Per the College's current planning, construction of the complex will occur 2004-2005.

The Sports Complex will include:

- Gymnasium with workout and weight rooms. (Approximately 31,000 square feet)
- Three regulation Soccer fields
- Men's and Women's regulation baseball fields
- All-weather regulation running track to include an infield
- Regulation tennis courts
- Outdoor basketball courts

The proposed facilities will be constructed on approximately eighteen acres of college property with additional parking lots to accommodate the use.

Section VIII
YOUTH DEVELOPMENT

Several groups provide specific recreational programs, targeted to development of youth skills.

- Junior All American Football, offers tackle football for ages 8 through 14.
- Twentynine Palms Youth Club provides after school and summer programs for youth 6 through 18 years of age.
- Twentynine Palms Little League offers baseball and softball for students between the ages of 5 and 18.
- The Choices Program is sponsored by the City's Community Services Department, and works with the School District and the Sheriffs Department in offering a daily in-school program, community service, work program, and follow-up for teens at risk.

Section IX
JOSHUA TREE NATIONAL PARK

Joshua Tree National Park (JTNP) is located along the City's southerly border. Even though the 794,000-acre Park is not located in the City, it provides abundant recreation opportunities for residents and visitors. The Park Headquarters and visitor's center are located at the southwest corner of Utah Trail and National Park Drive within the City; it includes a nature walk and interactive display.

Facilities within the Park include nine campgrounds with tables, fireplaces, and toilets. JTNP offers one of the best locations in the world for rock climbers, due to the unique rock formation found throughout the park. Additionally, the Park provides opportunities for hiking, horseback riding, nature walks, and educational programs.

Two deserts converge within the Park, the Mojave and the Sonoran Deserts. Elevation ranges from 1,420 to 5,814 feet, with a wide variety of flora and fauna. During the spring, JTNP is in bloom with wild flowers, ocotillo, Joshua trees, yuccas and other plants which come to life. JTNP offers tours

of the Park, along with hosting art shows and demonstrations.

There are three primary entries to the Park which are staffed with JTNP personnel, and one of them (Utah Trail) is located in the City. There are several secondary entry points to the Park, two of which are located in the City, Fortynine Palms Canyon via Canyon Road, and Indian Cove Road leading to Indian Cove Campground.

Park visitation has increased throughout the years, from less than 100,000 visitors in 1950 to over one million annual visitors in 1990. Current annual visitation is consistently in excess of one million; visitation in 1999 was 1,235,666.

Section X
CULTURAL SITES AND EVENTS
A variety of cultural activities are available throughout the City:

- The Old School House Museum, originally built in 1927 as the first school in Twentynine Palms, was relocated in 1992. In its present location, south of Twentynine Palms Highway on National Park Drive, it showcases the community's history. The Museum is operated by the Twentynine Palms Historical Society.

- The Twentynine Palms Art Gallery, operated by the Artist Guild, is located adjacent to the Old School House Museum. The Gallery displays and offers for sale, the works of local artists.

- Pioneer Days is an annual event celebrating the City's rich pioneering spirit and culture. Sponsored by the Twentynine Palms Chamber of Commerce, the month-long event is held in October and offers activities for all ages, including Children's Day, carnival, rodeo, live concerts and a parade.

- Theatre 29 offers opportunities for local artist, actors, singers, and performers of all ages to display and hone their skills.

Section XI
CITY SPONSORED RECREATION PROGRAMS
The City's Community Services Department offers a variety of recreational and leisure activities. A year-round State licensed preschool program is offered, as well as a summer day camp, sports camps, and a swim program. The Department also offers a variety of sports programs, dance, theater, and trips to nearby attractions.

Each year since 1958 the Department holds the largest and longest running youth basketball tournament in the State. This event continually attracts more than sixty teams from all over the western United States.

Section XII
COMMUNITY NEEDS

A. Skateboard Park
Planning is underway to construct the City's first skateboard park to offer youth recreational opportunities. Designs are being considered and completion is expected by 2002.

B. Additional Park Facilities
Additional park sites are under consideration. It is the City's desire to provide a variety of parks located throughout the City, readily available and nearby residential areas and schools.

C. Park Master Plan
The City has identified the need for a park master plan to guide future decisions on park facilities. When completed, the Master Plan will provide guidance and policy direction on the location of future parks, potential expansion of existing parks, and the amenities to be offered at each.

D. Planned Improvements to Existing Parks
Updated lighting systems are planned for all Luckie Park fields, and the addition of lighting is slated for the Luckie Park soccer field. With installation of the new lighting systems, additional opportunities for recreation activities will result. Because of the desire to protect the night sky, all lighting will be designed to avoid nuisance glare and trespass.

Knott's Sky Park will see upgrades during the planning period. New restroom facilities, irrigation systems, a playground, and a maintenance building are planned.

Section XIII
PARK ACQUISITION

A. Open Space Easements
Open space easements may be accomplished by contract, restricting development of specified parcels, or portions of parcels. Such agreements can be utilized to achieve a density transfer for developers wishing to concentrate development for efficiency.

B. Park Fees and/or Land Dedication
A program can be developed to secure and preserve land for public parks. With development or subdivision of land, monies are collected to be used for park land acquisition and development. Such a program, if developed, will include a direct connection between the collection of the fees and the establishment of the facility.

C. Other Sources
Funding for park acquisition may be a result of the City Council's desire to purchase land and/or facilities. Such purchase would be from the City's General Fund, as identified in the annual budget adopted by the Council.

The City's Redevelopment Agency can provide funding for park amenities in certain situations, as allowed by State Redevelopment law.

Grants may be available to the City either for purchase of land, or for facilities to be constructed in new parks.

Section XIV
STANDARDS FOR PARK DEVELOPMENT

A. Park/Population Ratio
To effectively implement the Recreation Plan, it is necessary to establish standards for park and recreation facilities, a means by which the City will determine when additional parks are needed. A standard of four acres of public parks per 1,000 population is established to ensure adequate park facilities within the City. Parks shall be developed and classified according to the Recreation Plan.

B. Small Parks and Play Lots
Up to three acres in size, Small Parks and Play Lots may be obtained as conditions of development, through gifts, or contribution by service organizations. These facilities primarily serve the residents of a specific neighborhood and may be maintained by the City or maintained privately. Play lots usually include play apparatus, benches, sand areas, tables and lawns or attractive open landscaped areas for recreation and scenic beauty.

C. Neighborhood parks
Neighborhood Parks should have a service area of up to one mile. Park size may range from three to 25 acres. These parks should contain areas for passive recreation as well as play apparatus. Amenities could include picnic facilities, multipurpose courts, play fields, horseshoe pits, tennis courts, swimming pools, handball courts, rest rooms, shelters and areas for quiet play. Neighborhood Parks should be planned adjacent to or near elementary schools, both existing and future. By combining the school and park areas, use of facilities can be shared to avoid duplication.

D. Community Parks
Community parks have a larger service area and may be 25+ acres in size. Community Parks supplement Neighborhood Parks by providing a wider range of recreational facilities. Community Parks provide more open space and larger areas for recreational facilities so that they may be enjoyed by a larger number of people. Uses such as a tennis complex, community center and gymnasium, group picnic facilities, sport fields with spectator areas, etc. Other specialized areas may include botanical gardens, amphitheaters, equestrian centers and other such uses. These areas should also contain their own park maintenance yards or areas.

E. Passive Use Areas
This category includes such features as walking trails that may be developed along areas of natural vegetation or unique physical formations, or be a rest area with a unique view. Development of Passive Use Areas may compliment public rights-of-way and may include bicycle trails, connecting other recreational facilities.

Section XV
PARK/SCHOOL COORDINATION

A successful park plan should be dependent upon and accomplished through a cooperative effort of the City and all others with a stake in development of quality recreational opportunities. The School District is an extremely important member of this cooperative venture because it represents a very large public investment of the taxpayer's dollars in terms of public owned land areas and structural facilities. Schools generally locate in areas best suited to serve a concentration of population at the neighborhood, community and regional levels. The City should maintain an ongoing relationship with the District to efficiently and economically plan for joint school/park facilities. Co-locating schools and parks provides for optimum use of the facilities, personnel, programs, and maintenance.

Section XVI
GOALS AND POLICIES

A. Overview
The following goals are established for the Recreation Plan. The purpose of each goal is established in this section. To facilitate each goal, policies are established and each policy is executed by one or more programs.

B. Goal #1
The City will prepare a Park Master Plan to guide future decisions on the location of future parks, potential expansion of existing parks, and the amenities to be offered at each.

Purpose
The purpose of Goal #1 is to ensure that park development will occur with long range objectives in mind.

Policy 1.1
In determining what lands are purchased by the City for public parks, the City shall first review the Park Master Plan and take action according to the conclusions of the Plan.

Program 1.1.1
The City will utilize the Park Master Plan as the basis for decisions regarding the purchase of lands for future parks.

Policy 1.2
Expansion of existing park facilities shall be in concert with the Park Master Plan.

Program 1.2.1
The City will utilize the Park Master Plan as the basis for decisions regarding the expansion of existing park facilities.

C. Goal #2

The priority is to sustain the park acreage ratio of four acres of land per 1,000 people.

Purpose

The purpose of Goal #2 is to ensure that adequate park facilities are provided within the City.

Policy 2.1

The City will evaluate available park acreage annually to determine the park/population ratio.

Program 2.1.1

If the annual analysis reveals that public park acreage is less than four acres per 1,000 persons in the City, funding will be sought or made available through the General Fund for acquisition of park lands.

Program 2.1.2

Growth inducing development within the City shall be required to provide, as a condition of approval, dedication of land or the payment of a fee for park purposes.

D. Goal #3

Recreation facilities shall be available to the widest variety of citizens and visitors possible.

Purpose

The purpose of Goal #3 is to ensure efficient development and use of parks and recreation facilities.

Policy 3.1

The City will cooperate with the Morongo Unified School District, and provide assistance when requested, to promote joint usage of resources.

Program 3.1.1

Staff will meet with District personnel as needed to ensure that efforts are coordinated in the location and development of future school sites.

Policy 3.2

New facilities will be developed to ensure that park and recreation facilities are available to all segments of the community.

Program 3.2.1

The City shall undertake development of a skateboard park to be available and open to the public.

E. Goal #4

The City will continue development of Bikeways throughout the City.

Purpose

The purpose of Goal #4 to provide bicycle systems as recreational opportunities.

Policy 4.1

Developments are required to dedicate and improve bicycle trails as identified in the Circulation Plan.

Program 4.1.1

Bikeways will be developed with emphasis focused on routes connecting residential areas, schools, parks and other recreational facilities.

Program 4.1.2

Bicycle parking facilities will be required for commercial and institutional facilities located along planned Bikeway routes.

F. Goal #5

The City's Community Services Department will offer a variety of recreational programs designed to meet the needs of all citizens.

Purpose

The purpose of Goal #5 is to provide recreational opportunities to all segments of the community.

Policy 5.1

Programs and facilities shall be offered to develop emotional and physical health for all citizens and visitors, to develop a sound body and mind through wholesome, vigorous and creative activities.

Program 5.1.1

The Community Services Department shall provide recreation programs with focus placed on building character through creative leisure activities focused on the attainment of socially desirable attitudes, habits and values.

Policy 5.2

Character development will be a determining factor in the creation of new recreation programs offered by the City's Community Services Department.

Program 5.2.1

The Community Services Department shall regularly review recreation programs to ensure that a primary focus is placed in building character through rich, satisfying and creative leisure activities.

Program 5.2.2

Citizenship with respect for the worth and dignity of individuals and faith in democratic action shall be incorporated into the development of recreation programs.

G. Goal #6

The City will foster an environment that encourages widening interest in the arts and cultural benefits.

Purpose

The purpose of Goal #6 is to state the importance of arts and cultural development in the community and identify the City's responsibility for attainment of improved amenities.

Policy 6.1

The City shall support the efforts of those entities whose primary responsibility is to provide increased and improved cultural refinement.

Program 6.1.1

Government restraints to the free expression of art shall be removed and the City shall not adopt regulations which would hinder the expression of art by citizens.

Program 6.1.2

The City shall support the efforts of locally sponsored groups and organizations who provide arts and cultural events and accommodations.

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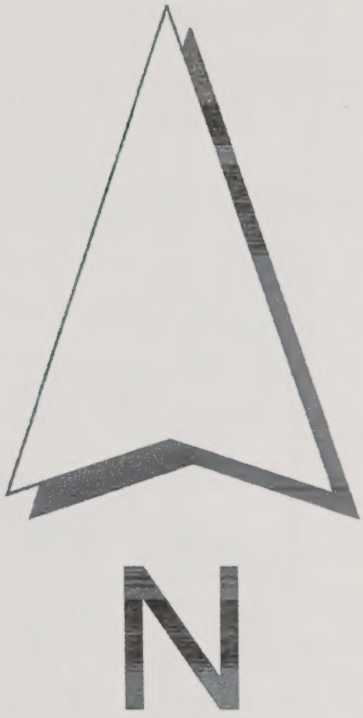
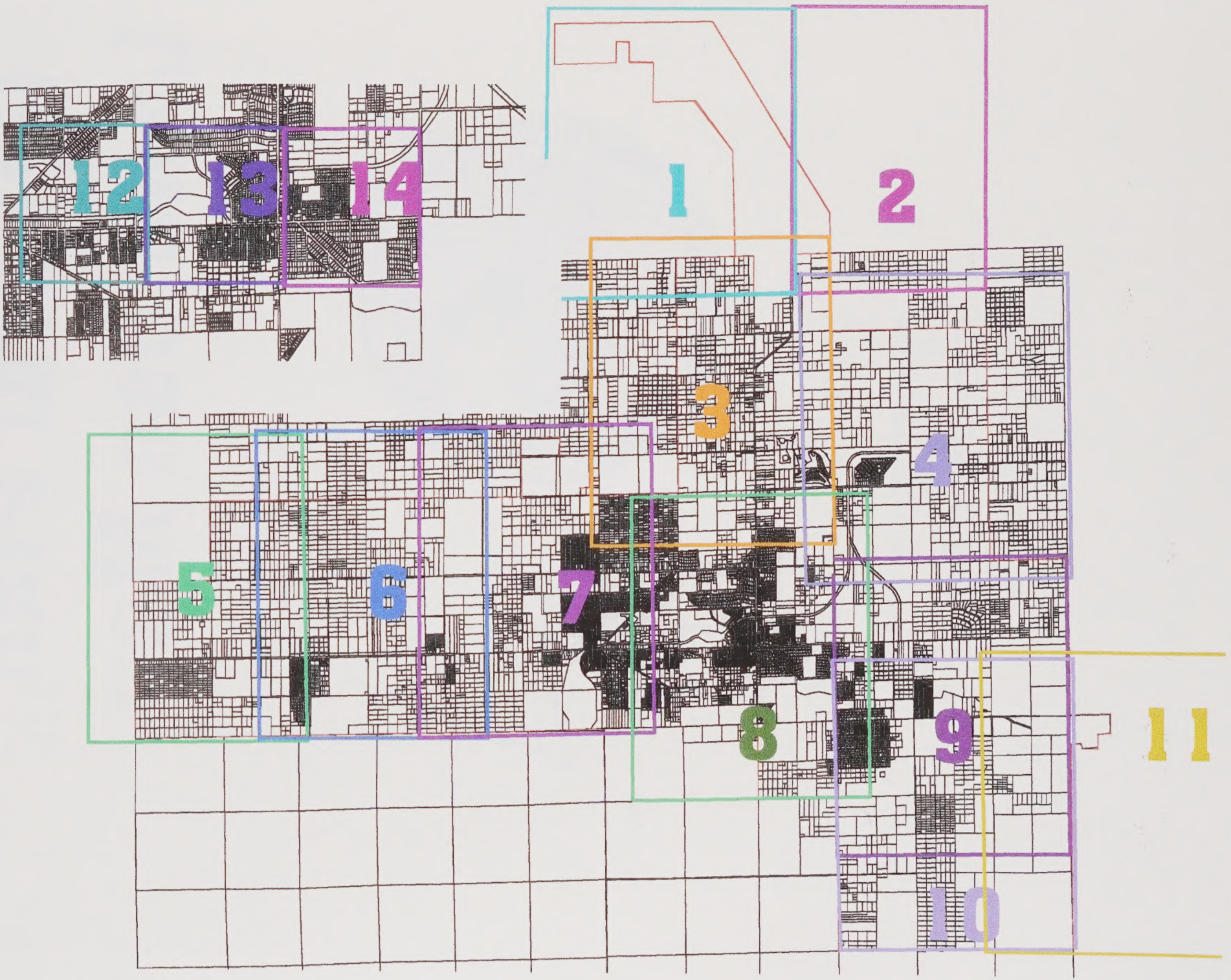


City of Twentynine Palms
Community Development Department

1:119,852

Planning Commission Public Hearing - October 16, 2001
City Council Adoption - October 23, 2001
Effective Date - November 22.2001

C/GIS/Project/PlannComm/GenPlan/Draft Layout/Final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Legend

- General Commercial
- Neighborhood Commercial
- Tourist Commercial
- Office Commercial
- Service Commercial
- Community Industrial
- Open Space Residential
- Floodway
- Public
- Sphere of Influence
- Mesquite Dunes and Bosque

- Single Family Residential
- Single Family Residential 1 per acre
- Single Family Residential 2 units per acre
- Single Family Residential 3units per acre
- Single Family Residential - Estate
- Rural Living 1 acre
- Rural Living 2.5 acres
- Rural Living 5 acres
- Multi-family Residential 5m
- Multi-family Residential Specific Plan

C - Public Cemetery

CH - City Hall

CY - County Maintenance Yard

F - Fire Station

JTNP - Joshua Tree National Park

M - Museum

P - Park

- Expressway
- Arterials
- Collectors
- City Boundary

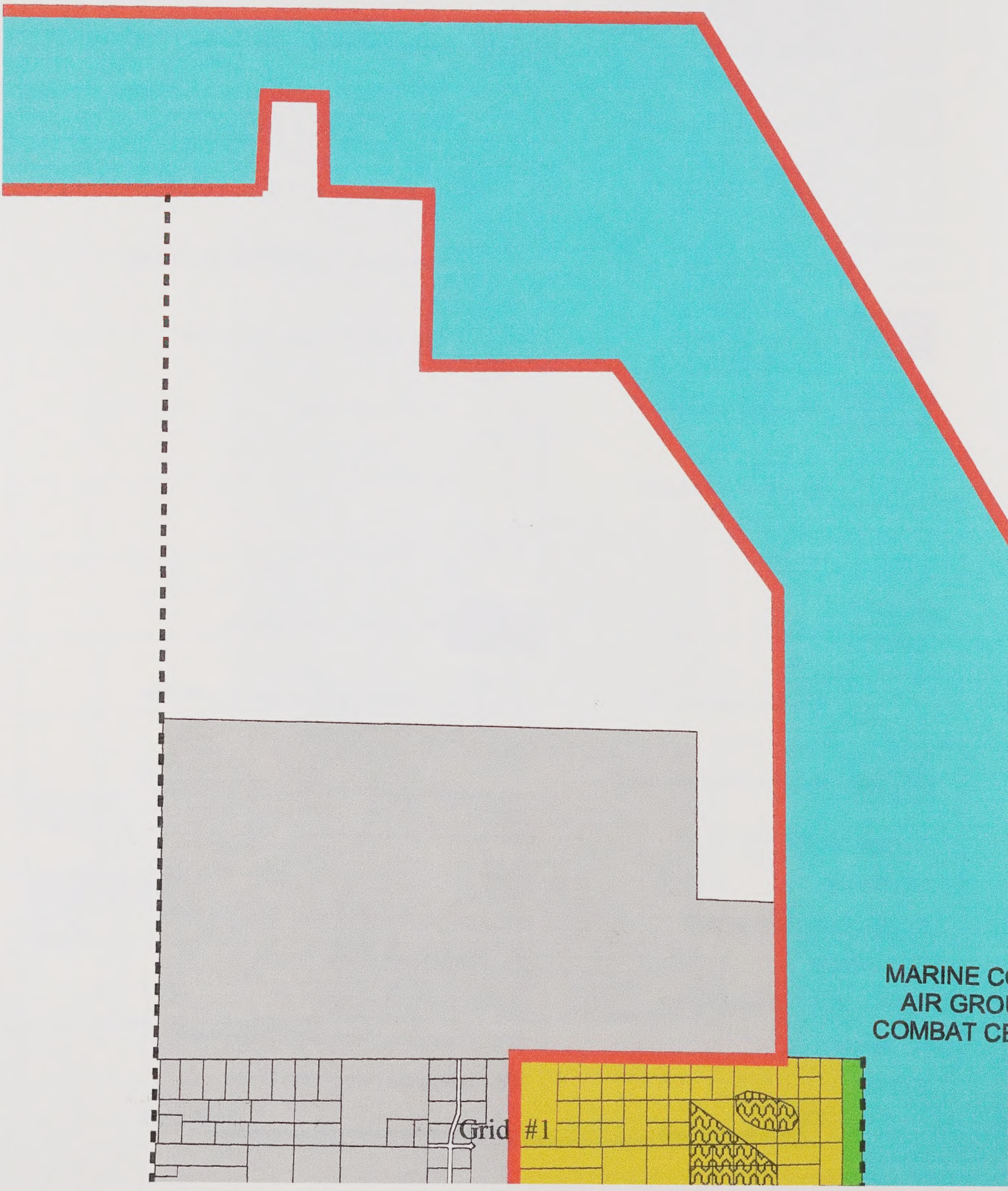
PW - Public Works/Animal Control

S - School

TPIR - Twentynine Palms Indian Reservation

WD - Twentynine Palms Water Distict

5280 5280 Feet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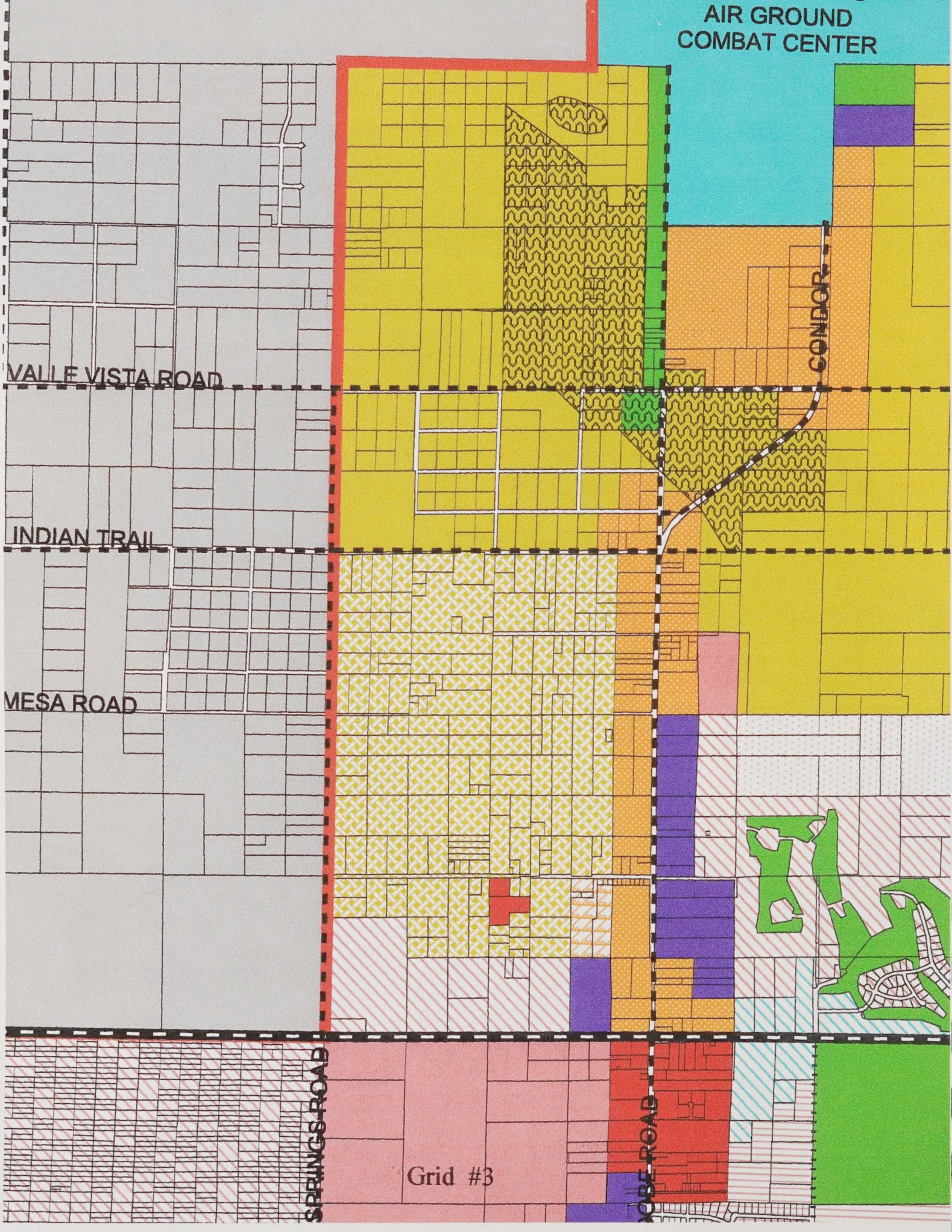
AIR GRO
COMBAT CE
Grid #1

Grid #2


AIR GROUND
COMBAT CENTER
CONDOR
VALLE VISTA ROAD
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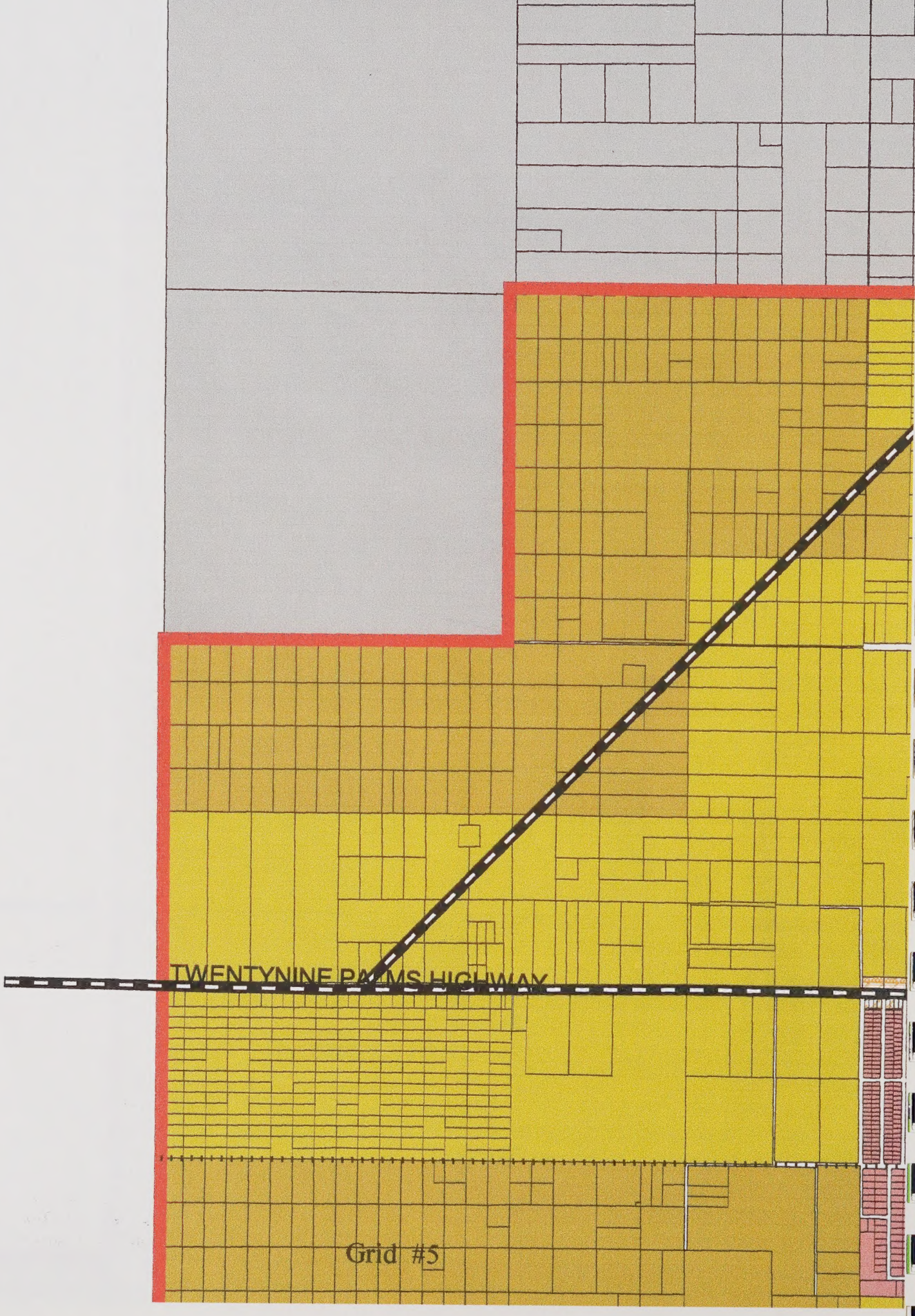
MESA ROAD
SPRINGS ROAD
Grid #3

UTAH TRAIL
BAGDAD HIGHWAY
BULLION MOUNTAIN ROAD
Grid #4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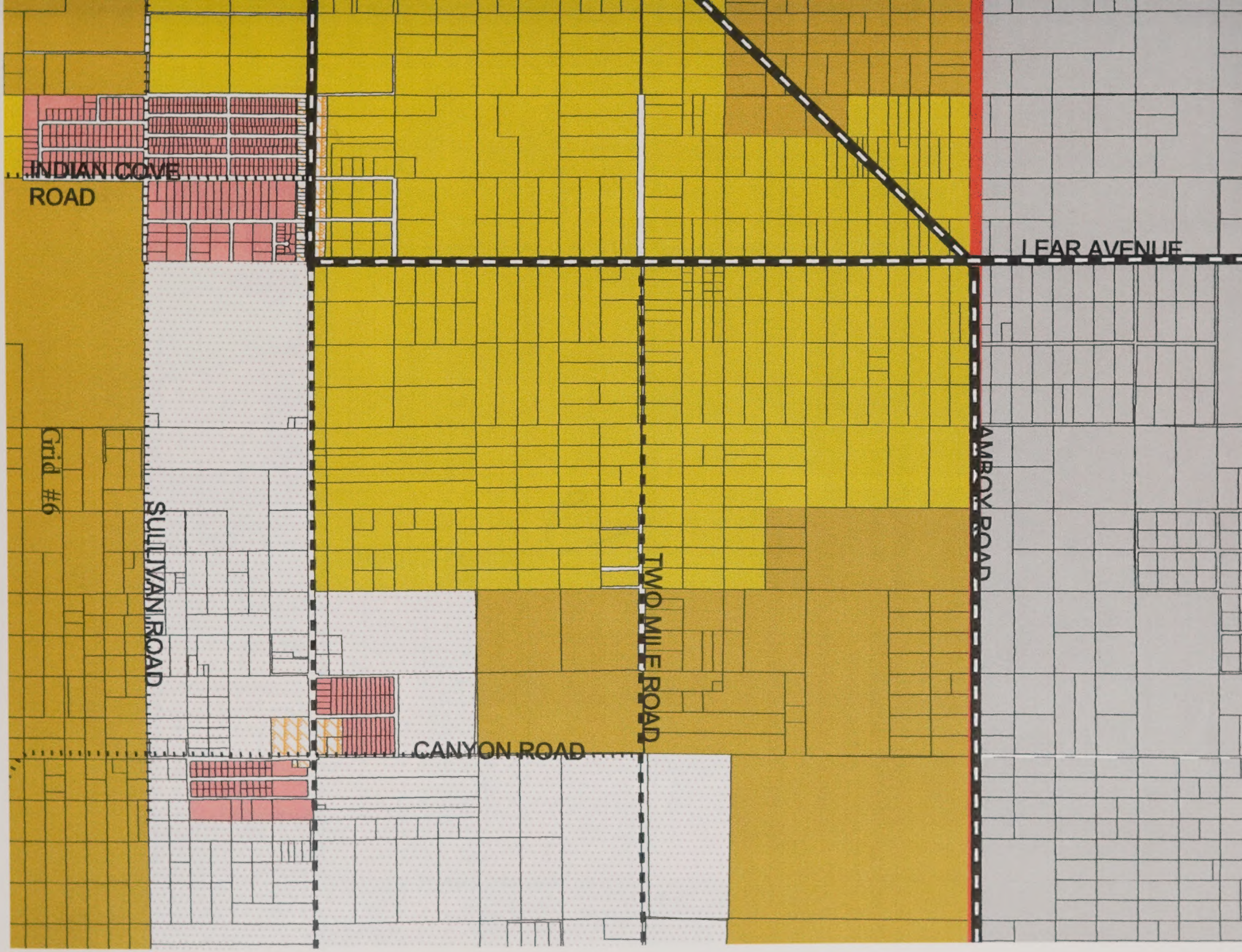
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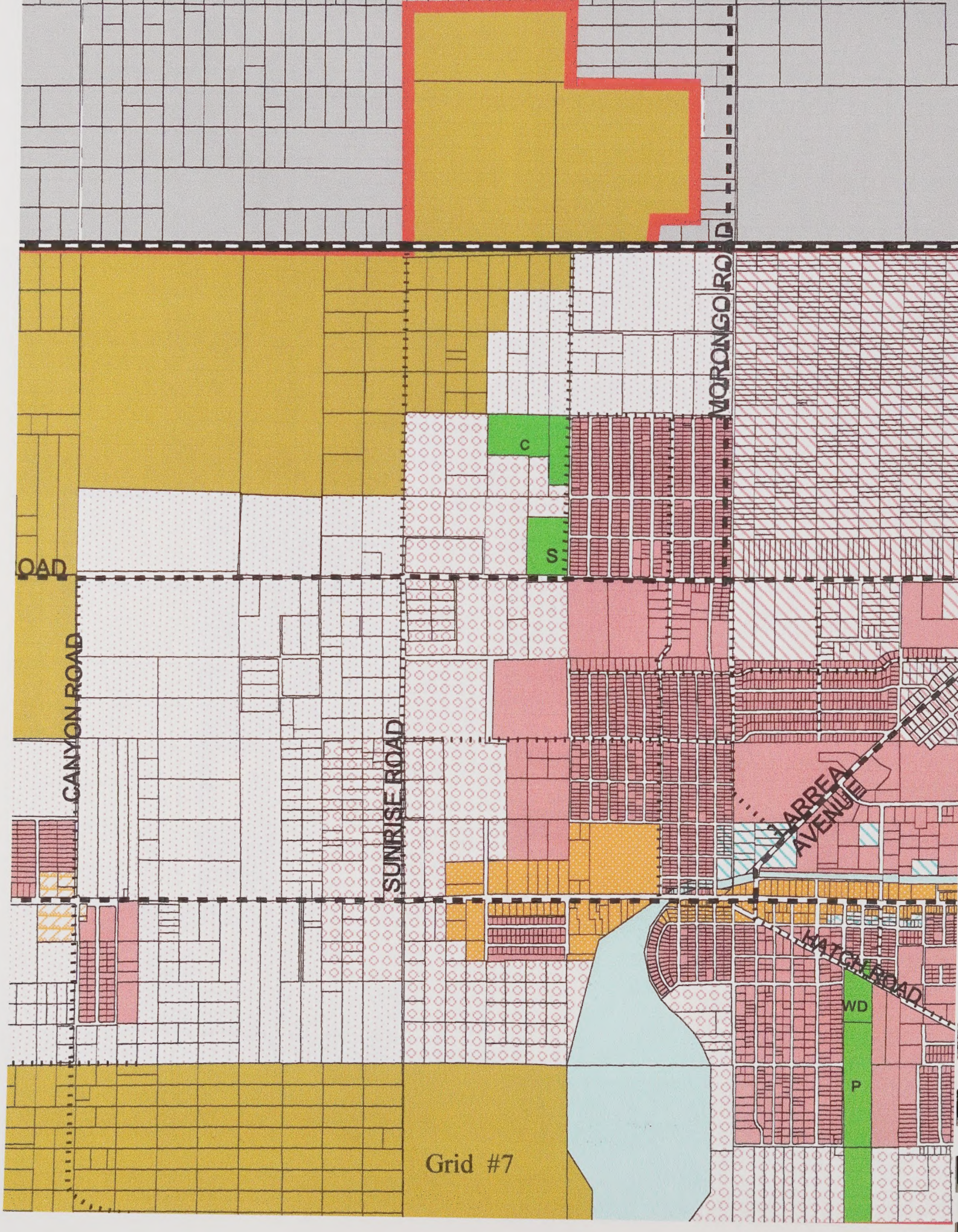
LEAR AVENUE
AMBOY ROAD
TWO MILE ROAD
SULLIVAN ROAD
CANYON ROAD
Grid #6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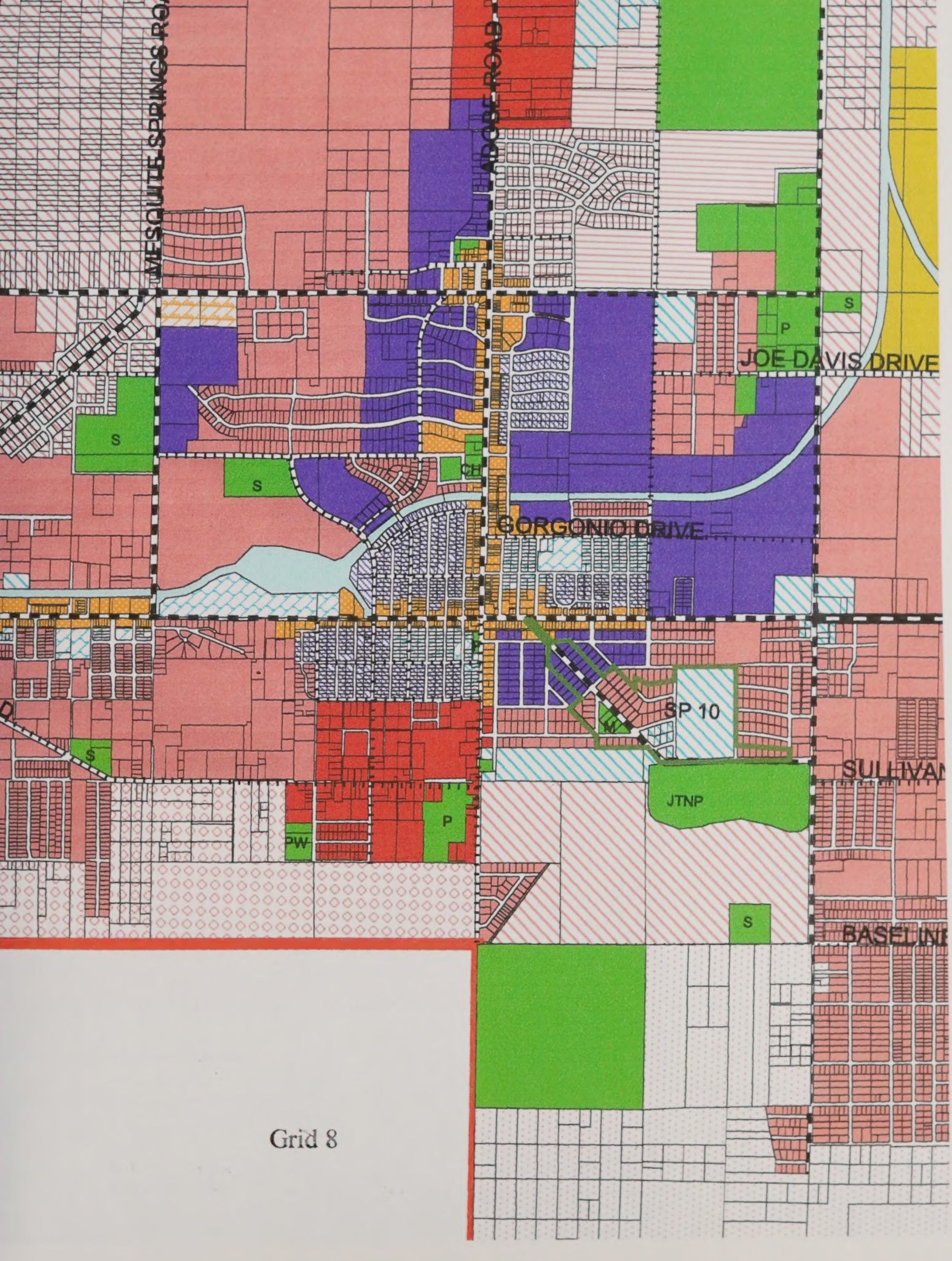
C
S
OAD
CANYON ROAD
SUNRISE ROAD
ARREA AVENUE
HATCH ROAD
WD
P
Grid #7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ADOBE ROAD
JOE DAVIS DRIVE
GORGONIO DRIVE
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JTNP
SULLIVAN
BASELINE
S
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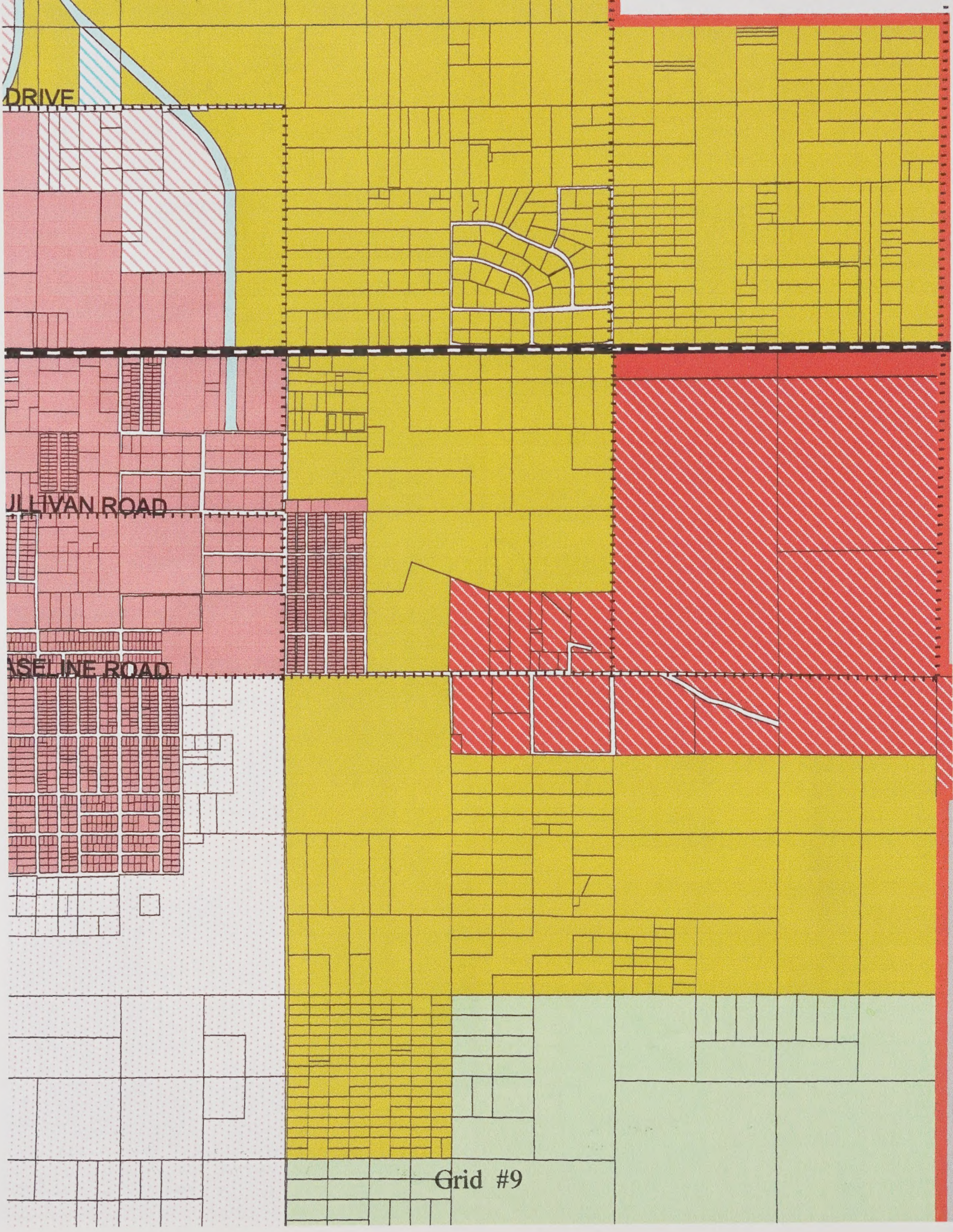
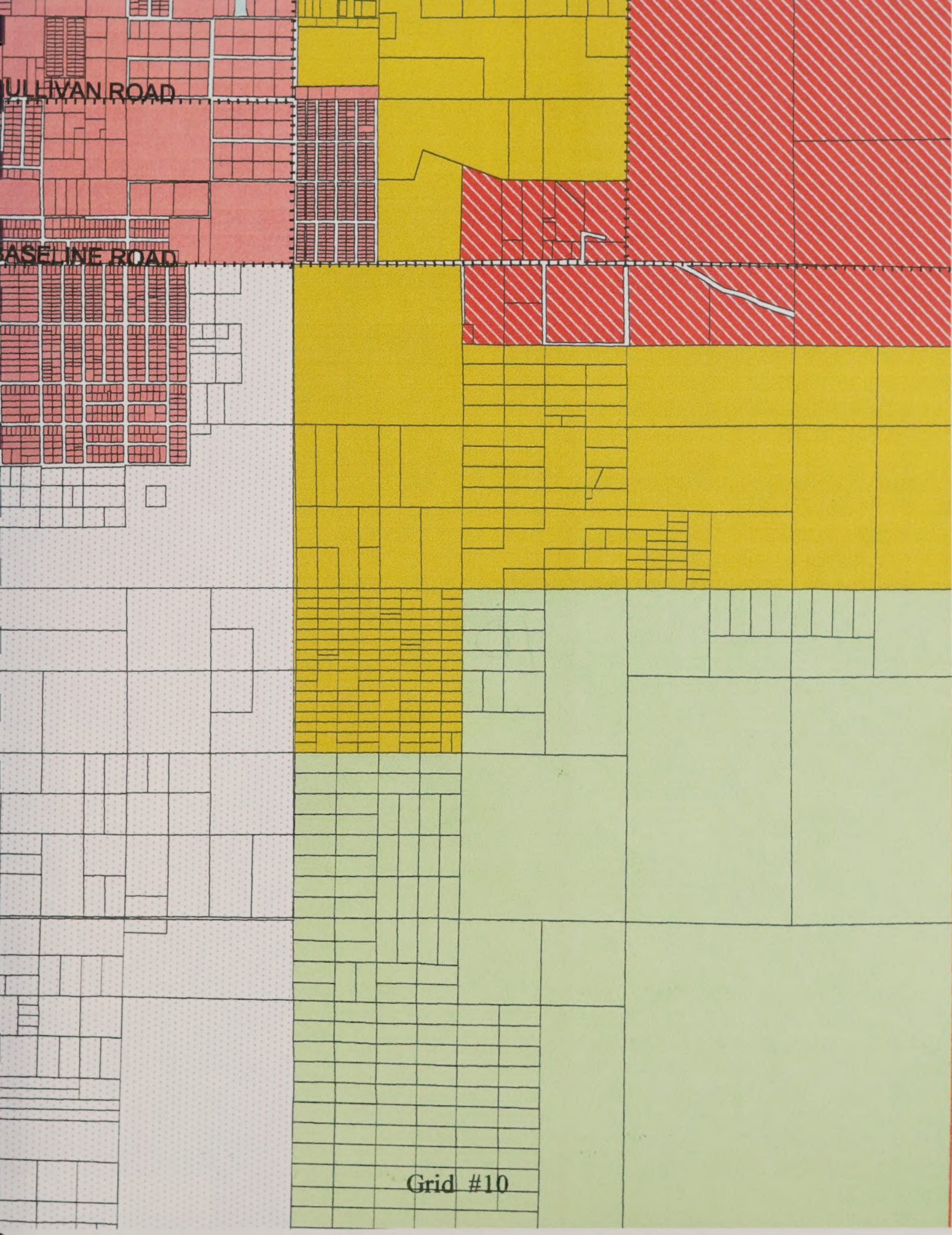
CH
PW
M

Grid 8


DRIVE
ULLIVAN ROAD
ASELINE ROAD
Grid #9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ASELINE ROAD
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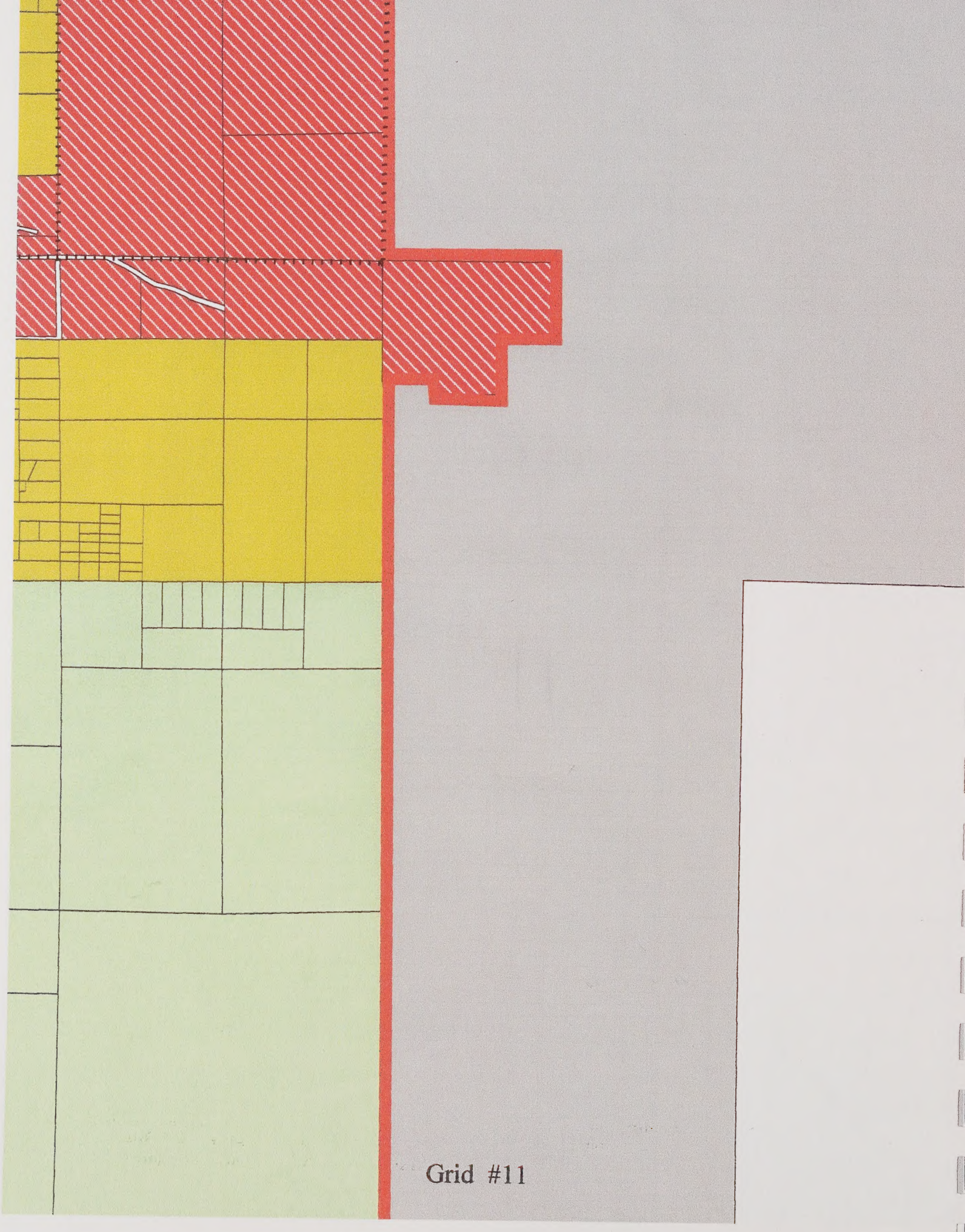
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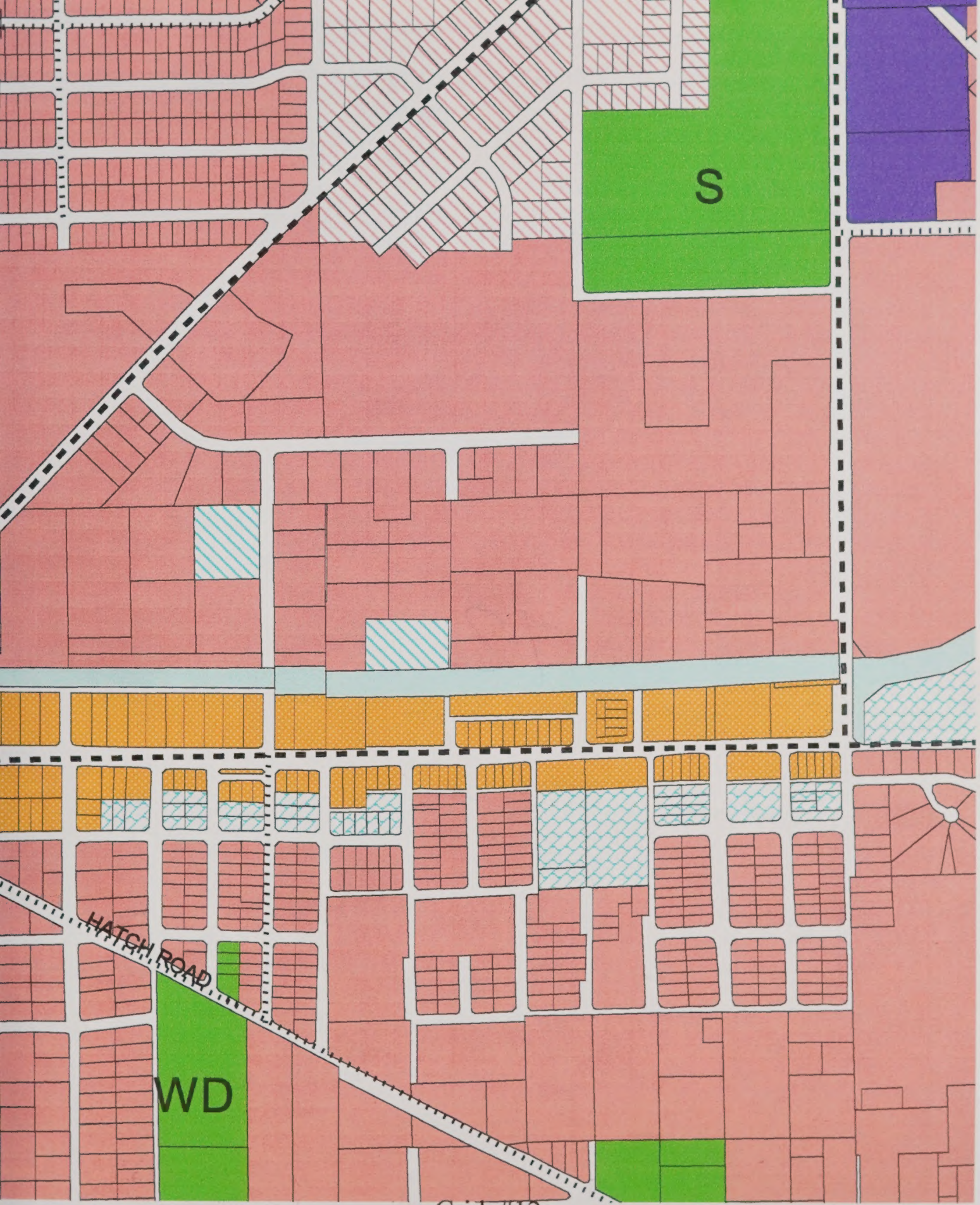

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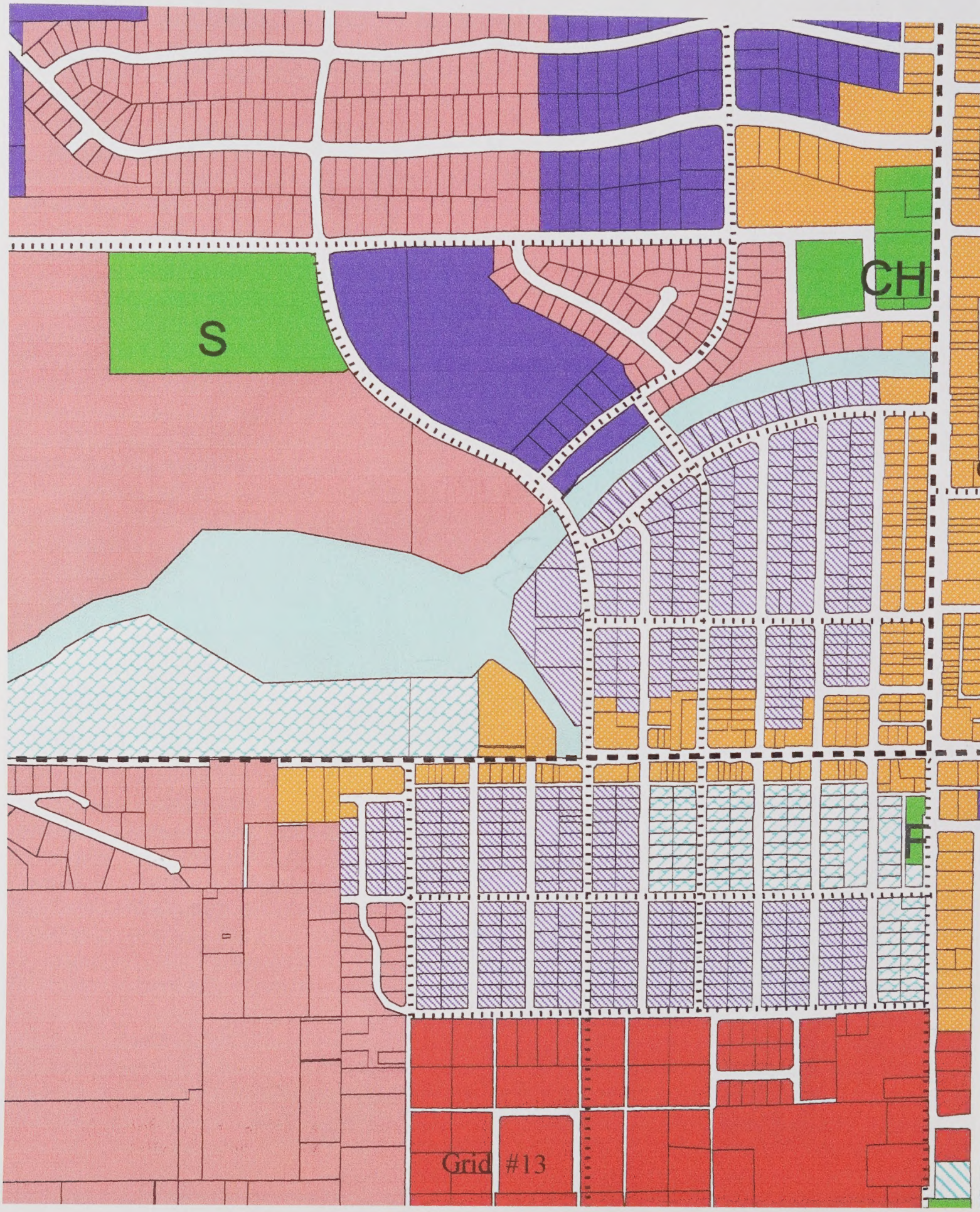
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CH
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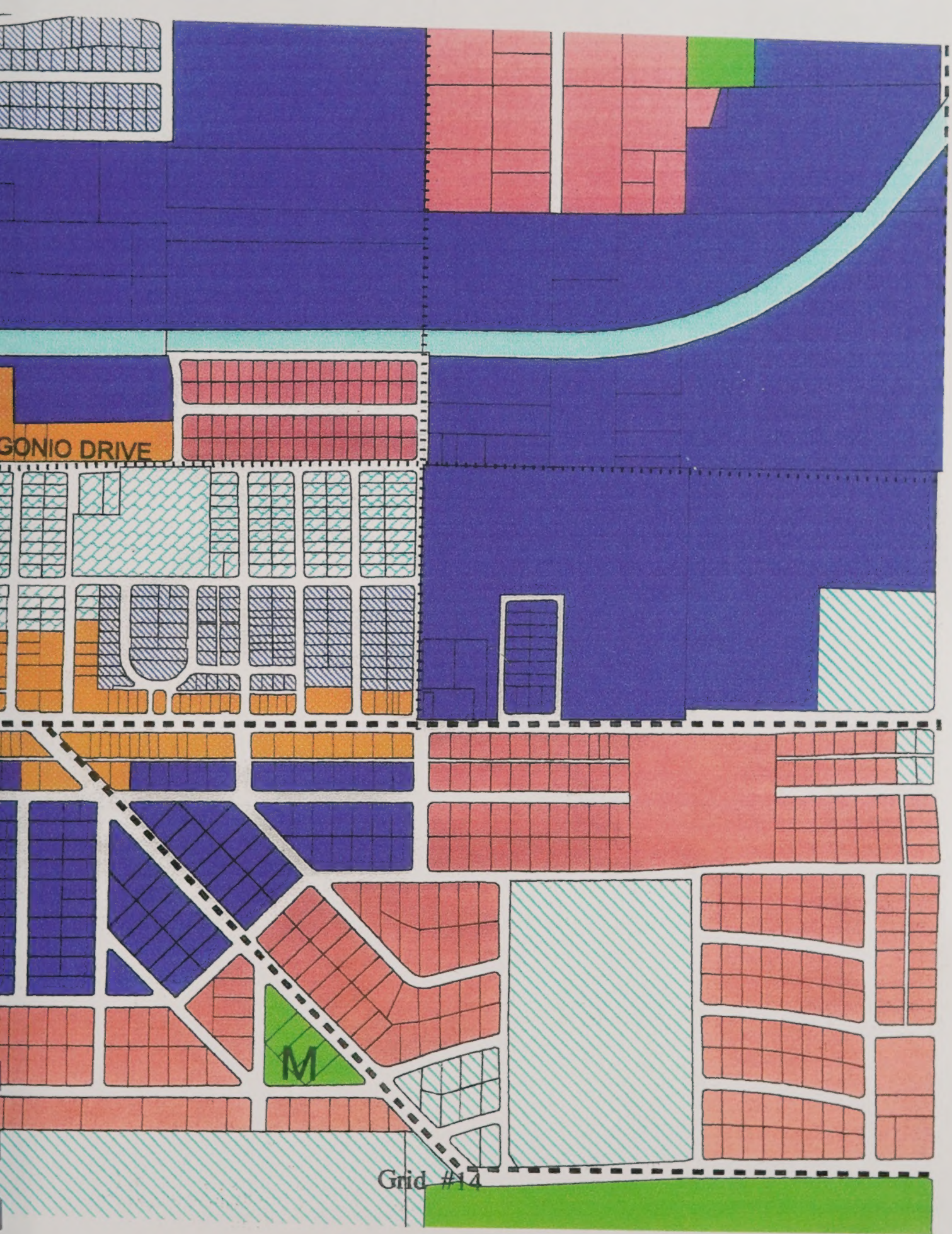
Grid #13


GONIO DRIVE
M
Grid #14

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